SEPTEMBER 30, 1961. VOL. CCXLVI. No. 3200. TWO SHILLINGS AND SIXPENCE

THE SPHERE

McVITIE & PRICE

Makers of Finest Quality Biscuits

EDINBURGH · LONDON · MANCHESTER

The essence of feminine elegance . . .

LES PARFUMS WORTH

JE REVIENS · VERS TOI · DANS LA NUIT · IMPRUDENCE

BY APPOINTMENT TO HER MAJESTY THE QUEEN

SUPPLIERS OF PHOTOGRAPHIC EQUIPMENT

WALLACE HEATON

The Camera People

127 New Bond Street, London, W.1

Drambuie THE LIQUEUR YOU PREFER TO BE OFFERED

BY APPOINTMENT TO HER MAJESTY THE QUEEN

TABLE SALT AND PEPPER MANUFACTURERS · CEREBOS LTD

Cerebos

Salt of crystal purity

Fortnum & Mason

181 Piccadilly, London, W.1. REGent 8040

is the most entertaining shop in town

AVIA

SWISS LEVER WATCHES

The modern treatment for eye health

Optrex *the* EYE LOTION

ALL CLASSES OF INSURANCE TRANSACTED

CAR & GENERAL INSURANCE CORPORATION LTD.

83, PALL MALL, LONDON, S.W.1

PUBLISHING OFFICE: INGRAM HOUSE, 13-15, JOHN ADAM STREET, LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

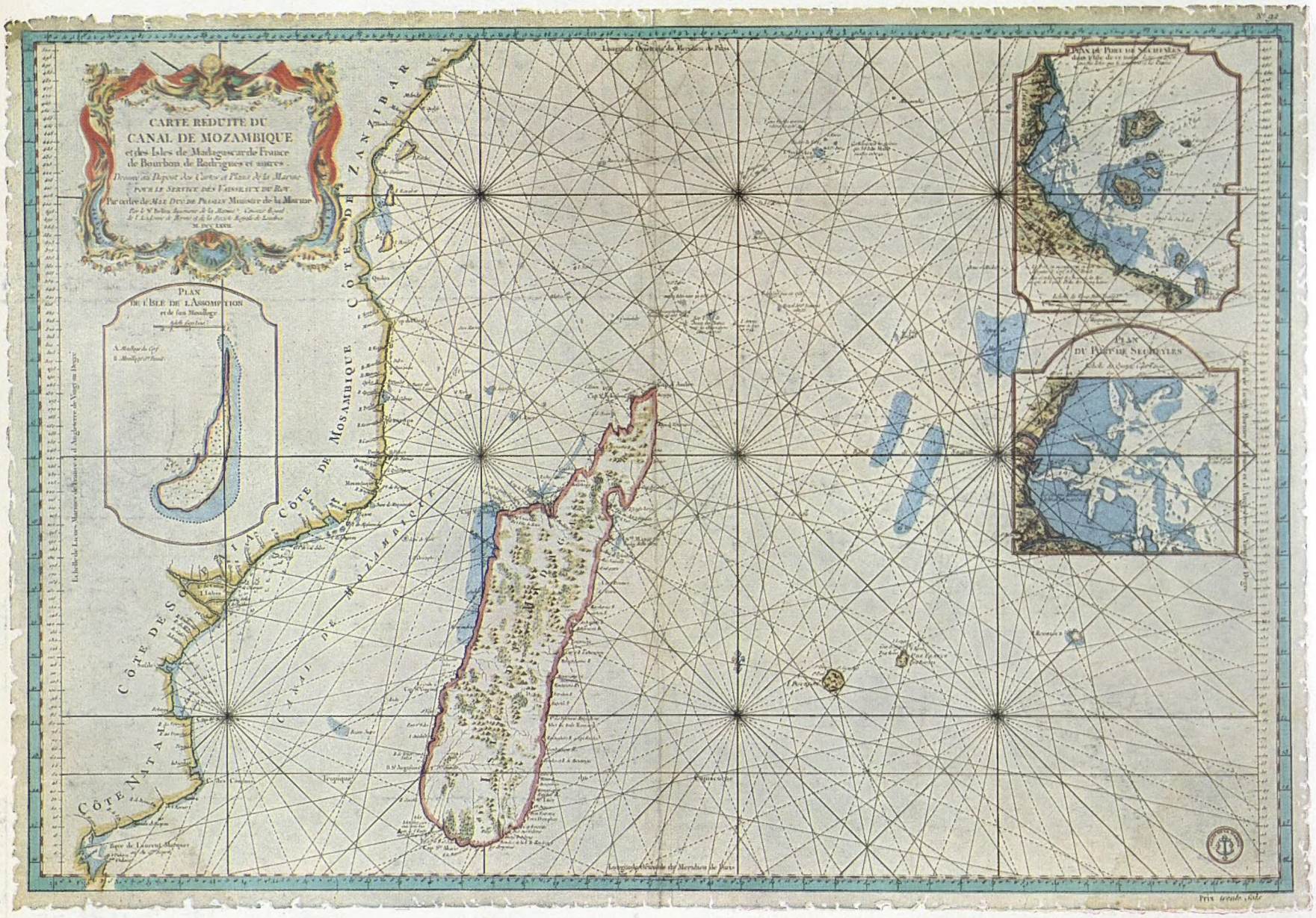
FOR POSTAGE RATES SEE FRONTISPIECE

PRICE 2/6

Ellerman Merchantmen still come and go on these well-sailed seas as they have done for the last seventy years. To the Cape and beyond. To Beira via the **Baye de Laurent Marques*. To India and the China Seas. Fetching and carrying. Sailing out of London and Liverpool according to schedule and delivering the goods five, six or maybe seven thousand miles away . . . on time. Exporting and importing . . . a two-way traffic. This is Ellerman Service. And it is world-wide, competent and competitive: when you need help in the carrying of merchandise on world trade routes, bear in mind that Ellerman Line ships and their facilities and incomparable experience are at your disposal.

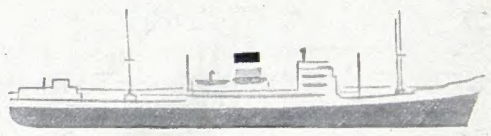
ELLERMAN LINES

Serve the trade routes of the world



ELLERMAN LINES SERVE THE WORLD'S TRAVELLERS

Two classes of Ellerman ships carry passengers with comfort and much luxury—the Ellerman Twelves and the 100 class passenger vessels. These ships serve South and East Africa on regular services, and in addition, the Twelves frequently sail on the Indian and Australasian routes. For passenger enquiries please communicate with Ellerman Lines Passenger Office, 29/34, Cockspur Street, London, S.W.1. Tel.: Whitehall 5372: For freight enquiries please refer to Ellerman Lines Head Office, 12/20, Camomile Street, London, E.C.3. Tel.: Avenue 4311.



* Referred to thus in this, the third in a series of reproductions of old maritime maps. It is a French chart *pour le Service Des Vaisseaux De Roy*, dated 1767, and bears the insignia of the Ministry of Marine. The decorative cartouche is exceptionally fine.

BERNESE OBERLAND

Average 10 days all-inclusive rates in Good Hotels
£20 (room, 3 meals, tips, taxes, etc., included).

Prospectus and information: V.B.O. Office, Interlaken, Switzerland, the Swiss National Tourist Office, 458-459, Strand, London, W.C.2, or your Travel Agent.

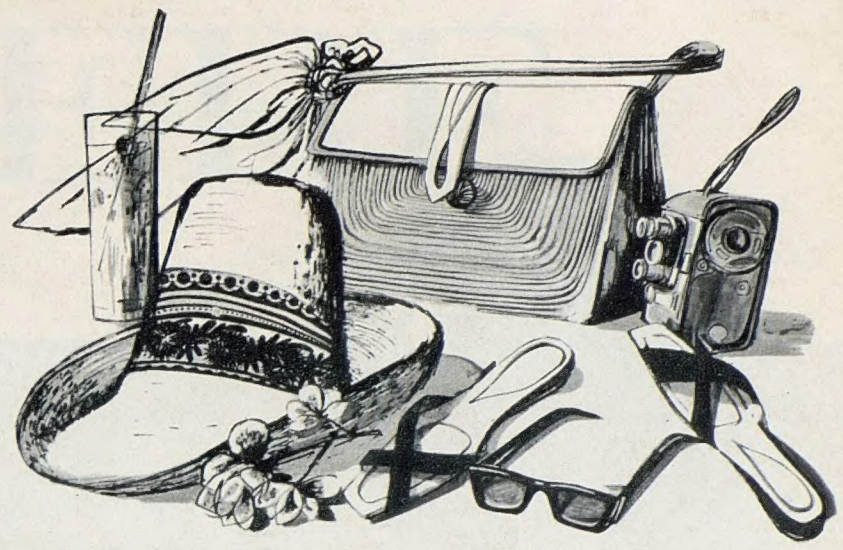
ADELBODEN 4,600 feet—A world of snow and sun. Ski-school. Ten ski- and chair-lifts. New: Ski-lift Laveygrat. Curling coach. Artificial ice-rink. A gay night life. Write to Kurverein Adelboden.

GRINDELWALD 3,500 feet—Famous for ski-ing, curling and skating. Easily accessible by train and road all winter through. Chair-lift to First-Jungfrautour. Ski-school, curling coach, skating teacher. All information from Grindelwald Tourist Office.

GSTAAD The most fashionable centre in the Bernese Oberland. Average daily sunshine 7-8 hours. Twenty ski-lifts, four ice-rinks. Excellent hotels. Many social events. Information: Enquiry Office, Gstaad.

MÜRREN 5,450 feet . . . **the resort with "ski-appeal"!** Swiss Ski School. "K-Centre." Famous ice-rink. Thirty curling competitions. Highest permanently inhabited village in the Canton of Berne. No cars, no dangerous roads—off the beaten track! Tourist Office, Mürren 18.

WENGEN For plenty of sun, snow and fun, together with excellent snow and ice conditions, choose **Wengen** at 4,000 feet in the famous Jungfrau Area. Apply to Tourist Office, Wengen.



Just what you need this winter!

But first you need an expert's advice—so ask the Man at Cooks: he knows all the best places. For example:—

AIR CRUISE *to the Mediterranean*

Tangier—Tripoli—Cairo—Jerusalem—Beirut—Athens—Rome—see them all on this wonderful air cruise by Cooks flying by B.O.A.C. Britannia.

Escorted throughout, you stay in first grade hotels, and wonderful sightseeing trips are arranged for you. Departures January 20, February 10, March 3.

15 DAYS . . . . 260 GNS.

CANARY ISLES *fly to sunshine*

where during our winter, the islands are at the height of their season. You travel by special Viscount service and stay at good hotels.
Departures December 16, 30, January 13, 27, February 10, 24, March 10, 24, April 7, 21.

16 DAYS . . . . 75 GNS.

Ask for either of our folders—'Air Cruise of the Mediterranean' or 'Canary Isles'; or for other holiday suggestions our 'Winter Sunshine' booklet. All are free from any branch or write—

*MEMBERS ASSOCIATION OF BRITISH TRAVEL AGENTS

COOKS

Thos. Cook & Son Ltd., Dept. U/I/LY, Berkeley Street, London, W.1. and branches; or from Dean & Dawson offices.

ALWAYS CARRY COOKS TRAVELLERS CHEQUES

Have you a friend or relative who will be overseas this Christmas?

Here's a rather special gift idea—
all four of these magnificent Christmas Numbers can be sent to any address in the world for only 19/- including postage.

Brim-full with superb colour plates, seasonal articles and unusual short stories, these world-renowned Christmas Numbers will provide a wealth of Christmas enjoyment for your friends and relatives overseas. A Greeting card is sent with every copy—what a splendid way to say "Happy Christmas"

Prices include postage to any address in the world.

The Illustrated London News 5/-
The Tatler 4/- The Sphere 5/-
"Holly Leaves" 5/-

To catch overseas Christmas mails you should place your orders NOW with your usual newsagent or with any branch of W. H. Smith, Wymans or John Menzies.

VERSATILE . . .

ORB-STAMPED HARRIS TWEED is the tweed of many talents. It wears like a charm, looks very expensive, and is always acceptable in company. Women who know, have at least one coat or suit in their wardrobes made from this traditionally famous tweed.
The Orb Mark is your safeguard that the tweed has been *independently* inspected according to regulations approved by the Board of Trade, and that it is *wholly produced in the Islands of the Outer Hebrides.*

So, always look for the Orb Mark before you buy—

HARRIS TWEED

HAND WOVEN
Harris Tweed
THE HARRIS TWEED ASSOCIATION LTD.
REGISTERED TRADE MARK Nº 319214
APPLIED IN ACCORDANCE WITH REGULATIONS APPROVED BY THE BOARD OF TRADE
HARRIS TWEED
COMPLETELY PRODUCED IN THE OUTER HEBRIDES FROM PURE SCOTTISH WOOL

Issued by The Harris Tweed Association Ltd.

The GRAND BAHAMA Port Authority Limited

OFFERS:

outstanding opportunities to British Industry and Commerce with the benefit of Freeport's freedoms from taxation and import duties.

Only 70 miles from the United States, Freeport is strategically located for the American markets.

In this coral island paradise, you can live and work in the most ideal climate, conditions and surroundings.

For full details, telephone or write to:

THE GRAND BAHAMA Port Authority Limited,
(United Kingdom Office), 7 Cleveland Row, St. James's, London, S.W.1.
Telephone: WHItehall 3100

'CARONIA' JAN 8th 1962

BERMUDA · JAMAICA · BAHAMAS

This splendid ship sails from Southampton via Havre for the warm, colourful Calypso Isles (happily within the 'sterling area'), thence on to New York. Those aboard her will soon be sailing in smooth, sunlit waters. Behind them, the cold grey English winter; ahead of them sun, gaiety and relaxation. They will travel in air-conditioned luxury, superbly fed, attentively served and brilliantly entertained.

Fares (half round-trip) :

HAMILTON, BERMUDA	First Class from £112 Cabin Class from £74.10
KINGSTON, NASSAU	First Class from £147.10 Cabin Class from £108
NEW YORK	First Class from £176.10 Cabin Class from £129.10

Special return sailings
'SYLVANIA'
From New York - Feb. 23rd and March 22nd } To Liverpool
From Bermuda - Feb. 25th and March 24th } via Greenock
Fares (half round-trip) :
First Class from £99.10. Tourist Class from £63.

SOUTH PACIFIC AND FAR EAST CRUISE
On Jan. 27th, the 'Caronia' leaves New York on her fabulous Far East Cruise. 32,880 miles—90 days—23 ports. Fares from £991.

Colourful folders are now available from your travel agent or Cunard Line, Cunard Building, Liverpool, 3 (Liverpool Central 9201); 15, Lower Regent Street, London, S.W.1 (Whitehall 7890); 88, Leadenhall Street, London, E.C.3 (Avenue 3010)

Volume CCXLVI No. 3200

THE SPHERE

LONDON, September 30, 1961

© 1961. Illustrated Newspapers Ltd. *All Rights Reserved.*

With which are incorporated *The Graphic* and *Black & White*

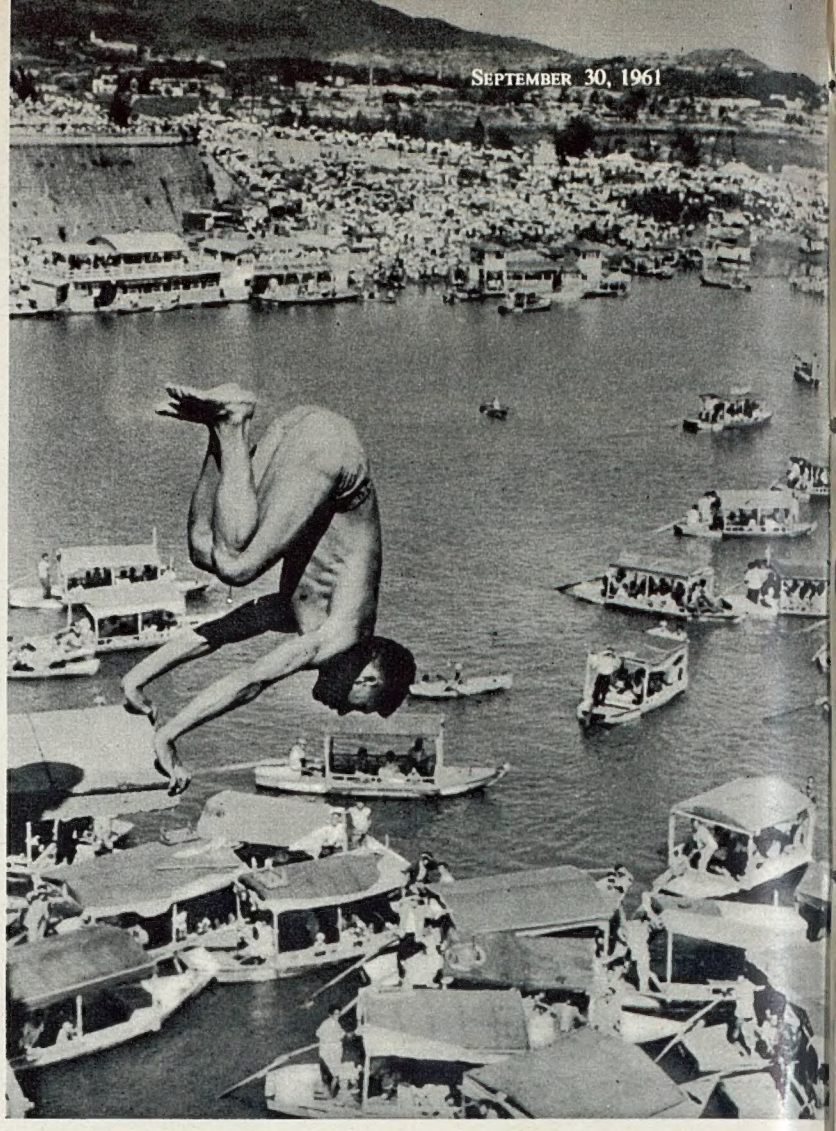
THE QUEEN AND THE COMMONWEALTH

The Queen meets Mallam Isa Kaita, Northern Nigerian Minister of Education, as she arrives to open the seventh Commonwealth Parliamentary Conference in Westminster Hall, London. Accompanying her are the Duke of Edinburgh and Sir Roland Robinson, M.P., Chairman of the General Council of the Commonwealth Parliamentary Association, which is organising the conference. Among others who welcomed the Queen were Mr. R. A. Njoku, Minister of Transport, Nigeria, the Vice-Chairman. Colour was added to the scene last Monday by some of the delegates being in their national dress. In her speech the Queen spoke of the strength and unity of the Commonwealth not lying in "formal instruments," nor in common ancestry, but springing from the "lively concern" all share in individual freedom. Afterwards she and the Duke went to Lancaster House for a reception given by the General Council of the C.P.A. The Conference ends on September 30

Postage: Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

THE END OF THE SUMMER AT A CORNISH SEASIDE RESORT

Holidaymakers, some carrying surfboards, make the most of the last few days of summer at Newquay. The resort on the coast of North Cornwall is one of the most popular in the West of England. **Above right:** After a handstand, an acrobatic diver begins a somersaulting dive into the Han river, flowing through Seoul, the capital of South Korea. Police had difficulty in keeping the spectators' boats away from the diving area during the meeting



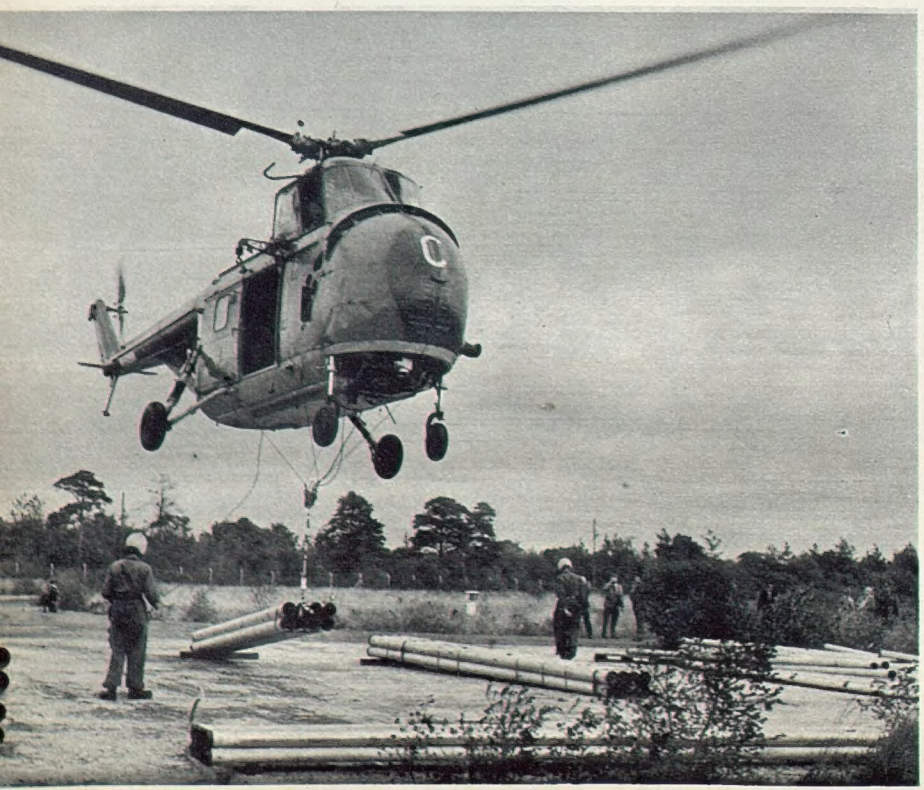
A COMPETITOR IN A DIVING EVENT IN SOUTH KOREA

LONG TROUSERS FOR BOY SCOUTS

Left : Outside Baden-Powell House in London, six scouts show how their uniform has changed in fifty-four years. From left to right: M. Nichols, I. Wolstenholme and A. Jones wearing long trousers, permissible for Senior Scouts and Rovers from November 1; J. White (in the uniform of 1949); R. Duffy (1910) and A. Boness (1907)

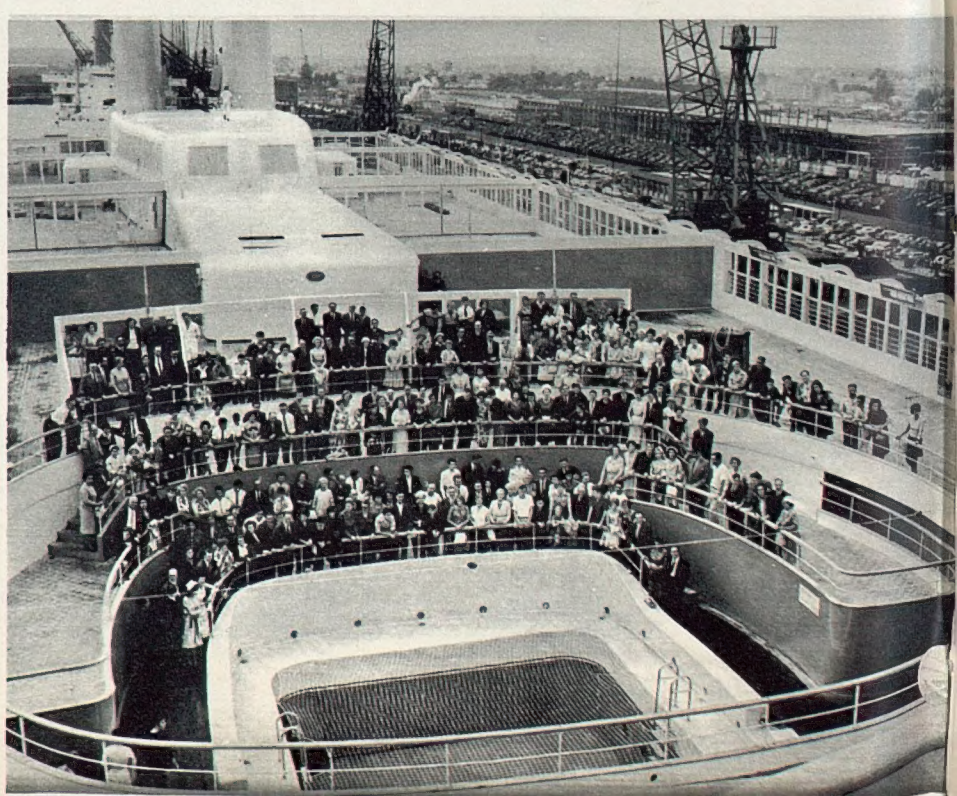
AN ARMY EXERCISE IN DORSET

Below: A helicopter lifts eight 20-ft. sections of aluminium alloy piping used for pumping fuel. It was taking part in the army exercise "Go-Devil" at West Moors, near Wimborne in Dorset. The aim of the exercise was to train troops in the supply of forward areas with petrol, oil and lubricants



"FAMILY DAY" ON THE *CANBERRA*

Below: Guests at the "family day" on board the P. & O.-Orient Lines' *Canberra* are grouped round the luxury liner's first-class swimming-pool. While the *Canberra* was docked in Southampton, 500 relatives of the crew were guests of the company on board the ship. The company paid for the day tour in appreciation for the efforts of the crew during the *Canberra*'s highly successful maiden voyage



THE NEWS IN PICTURES

Arriving to open the Dutch Parliament in The Hague, Queen Juliana of the Netherlands is handed down from the State Coach by Prince Bernhard. On the right are Princesses Beatrix, Irene and Margriet. In her speech from the Throne, Queen Juliana described the international situation as disquieting. In view of this and as U.S. military aid was to cease, the Netherlands had to make greater financial sacrifices to maintain her contributions to Nato

QUEEN JULIANA OPENS THE PARLIAMENT OF THE NETHERLANDS IN THE HAGUE

Below, right: In Paris, General de Gaulle shakes hands with Queen Juliana of the Netherlands. After opening the Dutch Parliament, Queen Juliana paid a short visit to Paris. Last week President de Gaulle informed the Council of Ministers that he intended to relinquish at the end of this month the emergency powers he assumed after the Algerian revolt. Later, General de Gaulle left the French capital to make a four-day tour of the region of the Massif Central

GENERAL DE GAULLE AND QUEEN JULIANA

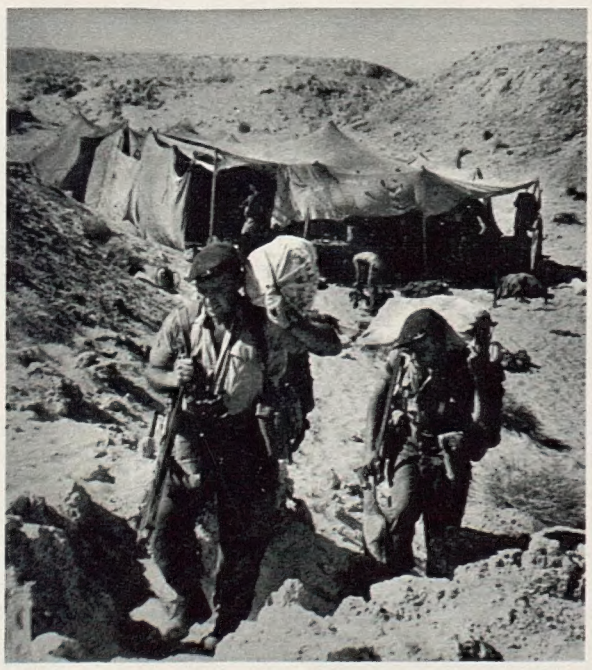
Centre, right: Dr. Ramsey, Archbishop of Canterbury, waves as he descends from his plane at London Airport (Heathrow). He returned last week from the Netherlands where he had been attending a conference between Anglicans and the Old Catholics at Amersfoort

DR. RAMSEY RETURNS FROM HOLLAND

Far right: Pope John XXIII walks in one of the galleries of the Catacombs of Saint Callistus on the Appian Way. Behind him on the right is Professor Enrico Josi, Inspector of the Pontifical Commission of Holy Archæology. The Pope made the visit while at his summer residence at Castel Gandolfo

IN THE CATACOMBS

British Paratroopers of the 2nd Battalion The Parachute Regiment leave their improvised quarters erected in the desert at Kuwait. The first of a number of phased withdrawals by British troops began last week. They were being replaced by forces from five Arab States



BRITISH TROOPS START TO LEAVE KUWAIT

Far right: A "whaleboat" brings oil and fuel supplies ashore in a heavy swell at the remote Pitcairn Island in the South Pacific. The BP tanker *British Curlew*, in the background, sailed from Britain with 1,600 gallons of oil products, partly for the island's lighting plant installed five years ago. Pitcairn has no harbour. All supplies are brought ashore by the island's "whaleboats." The inhabitants are descendants of the *Bounty* mutineers who took possession of the island in 1790

OIL SUPPLIES FOR PITCAIRN ISLAND

THE NEWS IN PICTURES

Sir Andrew Murray (left), the retiring President of the Liberal Assembly, greets this year's President, Mr. Edward Malindine. On the extreme right sits Mr. Jo Grimond, the leader of the Parliamentary Liberal Party. In his opening speech in the Usher Hall, in Edinburgh, Mr. Malindine said that the Liberals were the contemporary party, who had been proved to be right on the questions of defence, the ETU and the Common Market. He also urged greater support by Great Britain for the United Nations. (See also News Summary, page 483)

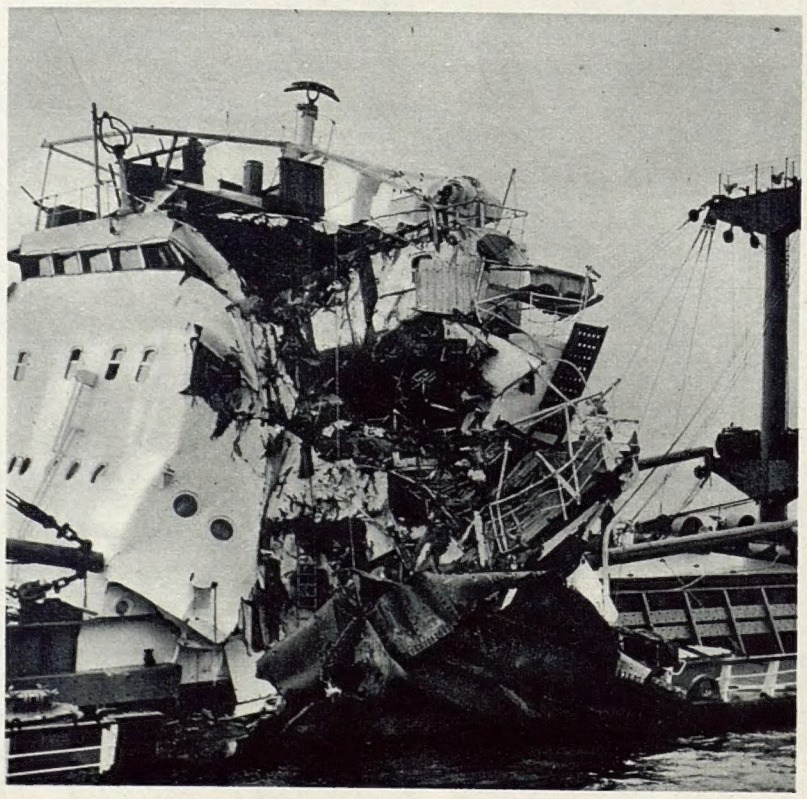
THE OPENING OF THE LIBERAL PARTY ASSEMBLY IN EDINBURGH

The Mayor of Colchester, Brigadier D. F. Panton, hauls in the first dredge of the season's oysters assisted by members of the Colne Oyster Fishery Company. The traditional ceremony took place at the annual opening of the Colchester Oyster Fishery. It was preceded by the customary proclamation by the Town Clerk, dating from 1256

THE OYSTER SEASON BEGINS IN COLCHESTER

Antonio Abertondo, of Argentina, waves to the crowds at the end of his record-making swim. He swam the Channel both ways in a little over 43 hours, with only a two-minute stop at Cape Griz-Nez. He is the first man to complete the double journey. Last week, Brogan Das, of Pakistan, swam from France to England in 10 hours 35 minutes, 15 minutes faster than the record for this swim set up eleven years ago

THE CHANNEL—BOTH WAYS



The superstructure of the British cargo vessel *Crystal Jewel* (8,671 tons) is a mass of tangled wreckage. She is seen beached near West Pier, Newhaven, after being towed in a half-sinking condition to the Channel port. The cargo ship had been in collision in thick fog last weekend with the tanker *British Aviator* (23,124 tons) off Beachy Head. **Far right:** The tanker *British Aviator*, with badly buckled bows, anchors in Falmouth Bay. In the collision, the daughter of the Captain of the *Crystal Jewel*, Dorothy Anczykowski, was killed and her father was badly injured. On the same day, the thick fog was responsible for another collision in the English Channel. The British cargo ship *Niceto de Larrinaga* (8,869 tons) was in collision with the French tanker *Sitala* (49,363 tons) off the Channel Islands. At least two people were killed. The *Niceto de Larrinaga*, which was badly damaged, was towed stern first to Portland naval base by naval tugs

IN COLLISION OFF BEACHY HEAD—**left:** THE *CRYSTAL JEWEL* AND **right:** THE *BRITISH AVIATOR*

NEWS SUMMARY

Awaiting the U.S. view at the U.N.; major problems for the Assembly; further setbacks in Congo; politics and strikes in Britain; reported plot against Castro

INTERNATIONAL

It was announced late last week that the State Funeral accorded by the Swedish Government to Mr. Hammarskjold had been arranged to take place in Uppsala on Friday of this week. Sergeant Harry Julian, the U.N. Security Guard and sole survivor of the air crash in which the U.N. Secretary-General was killed, died in hospital in Ndola on September 23.

In **New York** on Monday the U.N. General Assembly gathered to hear a speech from President Kennedy. He called for solid support for the integrity of the U.N. and dealt, among other subjects, with " first steps " to disarmament, the Berlin crisis and nuclear testing. A few days before Mr. Kennedy spoke, the United States and the Soviet Union had issued a joint statement of agreed principles for disarmament negotiations. This was the result of the talks over recent weeks between Mr. John McCloy, President Kennedy's Disarmament adviser, and Mr. Zorin, the Soviet Deputy Foreign Minister. Disarmament was also discussed between Mr. Rusk and Mr. Gromyko in their conversations in New York last week. If Russian reaction to Mr. Kennedy's proposals was favourable, it was hoped the McCloy-Zorin talks could be resumed in the near future.

In **Bonn** there had been great speculation regarding reports that General Clay, President Kennedy's Personal Representative in Berlin, had indicated in a private conversation that West Germany should accept the fact of the reality of two German States, East as well as West. These reports were strongly denied in U.S. circles.

Before the President spoke in New York two motions had been put on the agenda regarding nuclear testing. Both implied that the question of increased fall-out resulting from recent Russian tests should be thoroughly ventilated. The admission of Communist China was another highly controversial matter down on the agenda.

Events in **Congo** appeared to be following their familiar pattern of confusion. In spite of last week's cease-fire between the U.N. and Katanga, movements of Central Congolese Government troops towards the Katanga border were reported on Sunday. The Central Government was stated to have declared its intention of ending, " by its own means," Katanga's secession. In Elisabethville Mr. Tshombe was accusing the U.N. of breaking the cease-fire agreement by allowing the movement of the Central troops. (For Mr. Hammarskjold's death, the U.N. and Congo, see also pages 484-485, 487.)

GREAT BRITAIN

It was announced last week that M.P.s were to be recalled on October 17, a week earlier than intended, in order to debate the international situation. Mr. Gaitskell had previously visited the Prime Minister with a request for a recall.

The annual Liberal Assembly met at **Edinburgh** last week. Among subjects discussed were the economic situation, education, the taxation system and the Common Market, which delegates to the Assembly strongly supported. A motion was also passed calling for *de facto* recognition of East Germany. Mr. Grimond's call in his final speech for a great drive for new members of the party was received with enthusiasm.

In **London** Sir David Eccles, the Minister of Education, released proposals for the distribution of the £42,000,000 overall increase in pay which he was prepared to offer to the teachers. As this had been rejected by the Burnham Committee, who were asking for a £47,500,000 increase, the Minister would have to impose this increase by legislation. In the Minister's proposals graduates would receive more than non-graduates. On the following day most members of the National Association of Schoolmasters staged a strike.

An official strike throughout the factories of the Ford Motor Company was recommended by the leaders of twenty-two unions on Wednesday of last week. Negotiations on a pay increase had reached a deadlock over whether there should be a tea-break in the mornings, or tea-trolleys should be taken round to workers on their jobs. A proposal by the shop stewards for an unofficial strike was rejected by the workers on Friday It was reported leaders of the unions involved were to hold informal talks in an effort to avert the strike.

General Clay, President Kennedy's Special Representative in Berlin, calls on Herr Willy Brandt, the Mayor of West Berlin. **Right:** On East Berlin side of the wire, East German police look on while furniture is taken from houses on their border from which the inhabitants had been forcibly moved. Windows had been used by escapers to the West

AMERICA

Mr. Sumner Welles, U.S. Under-Secretary of State from 1937 to 1943, died last Sunday at **Bernardsville,** New Jersey. He was sixty-eight. A professional diplomat, Mr. Welles for many years supported President Roosevelt and was responsible for much of Democrat foreign policy in the years just before the outbreak of the Second World War. In 1940 he was sent by President Roosevelt on a fact-finding mission to Europe and later accompanied the U.S. leader to the meetings with Sir Winston Churchill which produced the Atlantic Charter.

In **Havana,** the Cuban Ministry of the Interior accused the U.S. Central Intelligence Agency of instigating a plot to assassinate Dr. Castro. The Ministry claimed they had arrested twelve men who had plotted the assassination. Five men were executed in Cuba last weekend and sixty-four imprisoned on charges arising from the abortive April invasion of Cuba. Among those sentenced was a British businessman, Mr. Robert Geddes. He pleaded " completely innocent " and the British Embassy has instructed his lawyer to appeal.

FRANCE

President de Gaulle returned to Paris last Sunday after his tour of regions in the Massif Central. It was generally reported that he received an enthusiastic welcome. This week he has been having meetings with delegations from the principal parliamentary parties. There were reports in Paris that this may be a preliminary to holding a general election in France. Much of the President's speeches on his tour concerned Algeria, but he remained unspecific and gave no date when a solution might be reached. Despite General de Gaulle's personal popularity, Algerian opposition to him has been unabated. Several times last week, the O.A.S. (Organisation of the Secret Army) made pirate broadcasts over **Algiers** television and radio. Many Europeans responded to O.A.S. instructions to beat out the rhythm of the syllables of Algérie Française. Another demonstration organised by O.A.S. was the flying of the O.A.S. flag in Algeria.

WEST INDIES

In a referendum, Jamaica voted to leave the West Indies Federation. The result was 251,935 to 216,400: only 60 per cent. of the electorate voted. Jamaica is the largest member of the Federation. In the constitutional conference held in **London** in June, it was agreed that the Federation should become independent next May. During this conference, the Jamaican delegation, led by Mr. Norman Manley, argued in favour of a non-centralised confederation, whereas the Federal Premier, Sir Grantley Adams, and delegates from the other islands (except the second largest, Trinidad), were in favour of a strong, centralised Federal Government.

Last Monday, a Federal delegation, led by Sir Grantley Adams, left for London to discuss the situation with Mr. Macleod, the Colonial Secretary. Trinidad remained silent on its position. It was believed that the ruling People's National Movement was reluctant to commit himself before the forthcoming elections.

Mr. Hammarskjold with General Mobutu in Leopoldville, one of the last photographs before his death

THE U.N. AND CONGO

After the death of Mr. Hammarskjold

It is customary at the opening of the General Assembly of the United Nations for delegates to observe a minute's silence for prayer or meditation. The occasion last week in New York was an extremely poignant one, for twenty-four hours previously the news had been received of the death of Mr. Hammarskjold in the air crash in Rhodesia. Delegates stood with bowed heads in homage to the man who had sat in the chair, now empty, on the rostrum during his eight years of office. A brief tribute was paid by Mr. Boland, the outgoing President, to "the memory of the late Secretary-General and of the devoted officers of the United Nations who died with him." Then the Assembly adjourned until the next day.

On the resumption of the proceedings, Mr. Mongi Slim, of Tunisia, was speedily elected President. It seemed unlikely there would be a quick solution to the question of the successor to Mr. Hammarskjold, owing to the Russians' insistence on the "troika" principle, under which a triumvirate would discharge the duties of Secretary-General. (Under the terms of the U.N. Charter, the Security Council has to recommend a name for election.)

The problem of the Secretary-General was discussed by Mr. Dean Rusk and Mr. Gromyko when they met for talks in New York. The main purpose of the meeting was to exchange views on questions of "important interest" to the West and Russia, including Berlin and Germany. It was believed Congo was also discussed. British policy towards Congo was the subject of a statement issued on the same day. It affirmed that the British Government through its Chief Delegate, Sir Patrick Dean, had consistently supported U.N. policy in this respect.

In Congo itself a cease-fire was arranged between the U.N. and Katanga. One of the terms of the agreement was that prisoners should be exchanged. Over the border in Rhodesia, the inquiry continued into the crash in which Mr. Hammarskjold was killed.

Mr. Mongi Slim (right) with Sir Patrick Dean (left) and Mr. Crowe, of the U.K., in New York

Mr. Gromyko (left) is welcomed to New York by Mr. Zorin, Russia's Permanent U.N. delegate

Members of the U.N. General Assembly stand and observe one minute's silence at the opening of the session. Mr. Hammarskjold used to sit in the empty chair beyond the President

Near Elisabethville one of their captors stands with a group of Irish U.N. troops taken prisoner by Katangan forces. Another Katangan soldier is on guard in the background

Commandant Calahane (right) and Lieutenant Ryan (centre), after their capture

U.N. troops under cover at Elisabethville airfield. **Left:** Gurkhas man a sandbagged position. In the background is an aircraft destroyed on the ground by a Kantagan fighter

JOHN CONNELL

THE END OF AN EPOCH IN U.N.

The United Nations Assembly met last week in the shadow of a sudden and shocking loss. What in fact happened in the Secretary-General's aircraft when it turned away from Ndola airfield in the early hours of September 18th we shall probably never know. There are several perplexing questions whose answers, in all likelihood, lie in the human field of error, misjudgment of risk, haste and fatigue. There can be little doubt, however, that with the death of Dag Hammarskjold the United Nations Organisation has been brought to the edge of the precipice.

He died nobly—as nobly as he had lived. It is possible to criticise strongly several of Mr. Hammarskjold's specific actions, while conceding the dedicated selflessness of his outlook and purpose. He believed in the job he was doing; with a steady, quiet passion he believed in the United Nations Organisation as a major instrument for good in our muddled and perilous world. His interpretation of his duties and his powers was positive and far-reaching, and had earned him the venomous hostility of the Soviet Union. It is far too early, of course, to attempt a considered assessment of his whole career but it is obvious that his death ends an epoch in the brief, eventful history of the United Nations Organisation.

The issue of choosing a successor looks, at the moment of writing, as if it is going to be extremely intractable. Clearly the Russians are going to exploit to the full the opportunity which this tragedy has given them. They want a weak and pliable U.N. Secretariat; the West and, would they but realise it, the Neutrals need a Secretariat which is strongly led and strongly staffed; and if the Organisation is to continue to engage in military enterprises it had better have a permanent military staff committee (along the lines urged by Lord Colyton in a letter to *The Times* last week) in the closest touch with, and responsible at all times to, its civilian and non-national superiors. Such a committee could at least join the nucleus of the permanent international police force which is urgently required.

Mr. Tshombe of Katanga lays his wreath on the coffin of Mr. Hammerskjold in Ndola

The names of possible successors to Mr. Hammarskjold are already being canvassed. It seems inevitable that there should be a period of unsavoury bargaining; it is only to be hoped that the new Secretary General, whoever he may be, once he is installed in office, will have the mental and moral vigour to detach himself resolutely from the squalid horse coping atmosphere in which international relations are conducted in the lobbies of U.N. Headquarters.

Neither the dismay and grief at the fact of Mr. Hammarskjold's death, nor the major problems which are its aftermath, should be allowed to let us forget or slur over the issue which took him to Africa a fortnight ago. The more I think it over, the more disconcerting is the whole episode of the U.N.'s military intervention in Katanga. An agreement of a kind between Mr. Tshombe and a U.N. representative was signed at Ndola on the evening of September 20, and the eight-day war was, under this agreement, due to be ended at 00.01 hours on September 21. Nobody has yet given an accurate account of the Katangan casualties, military and civilian; casualties in the U.N. forces appeared to have been fewer than some of the earlier reports tended to suggest.

At least, the butcher's bill is not exorbitant. There are, however, other costs to be considered. They are high, and the death of the Secretary-General is the biggest single item among them. No earlier operation by the United Nations has, in my opinion, been planned and executed with greater ineptitude—on the military just as much as on the political side. And one of the most ironic by-products of it is that the British Government, the British Press and the B.B.C. have been execrated, in the most violent fashion, by Indians, Irishmen and Ghanaians (not to mention the Congolese Prime Minister in Leopoldville).

The pretext for the U.N. assault in Elisabethville on September 13, which was conducted like a military *coup d'état*, was the Security Council's resolution of February 21 of this year, which authorised the immediate evacuation from the Congo of all Belgian and other foreign military personnel and political advisers not under U.N. command. The assault was made, as the Government of Eire (not unnaturally sensitive to the criticism levelled at Dr. Conor Cruise O'Brien) has stated, with the full backing of Mr. Hammarskjold and senior U.N. officials. Any idea therefore that Dr. O'Brien exceeded his responsibilities is as inaccurate as it is unfair.

It is, however, fair—and indeed it is essential—to ask why the decision was taken at all. An image has been created of the Katanga Government and gendarmerie under the control of a gang of seedy, unscrupulous adventurers, with Mr. Tshombe as their Quisling-like accomplice. A statement last week from the Belgian Government—which to my mind is the truth—stated that out of a total of 201 Belgian officers and N.C.O.s who were in Katanga on August 21 (when the heat began to be applied), 162 had already been repatriated by the time fighting broke out, eleven were in process of repatriation, leaving twenty-eight still in Elisabethville. Seventeen of these were there temporarily and with U.N. authorisation, to maintain certain supply and accountancy services for the gendarmerie, and the remaining eleven were attached to the Belgian Consulate to help with the evacuation of Belgian civilians, if necessary. The Belgians said the United Nations command knew the names, ranks and duties of these officers. If this is right was it necessary to launch a war to get twenty-eight men out of Elisabethville?

A campaign was not planned, because it was not intended. There was to be a swift, resolute take-over, nothing like the resistance that the Katangans put up was expected. Surely, that misjudgment shows a certain lack of military and political intelligence. The misjudgment was accompanied by many odd allegations. It was repeatedly proclaimed, for example, that hostilities began when a U.N. patrol was fired on from the Belgian Consulate-General. It was said that the Rhodesian Government was pouring men and material into Katanga. The pilot of the jet-fighter which attacked U.N. troops in Jadotville, the relief column trying to go to the assistance of these troops, the airfield at Elisabethville, and Dr. O'Brien's house, was often described as a Rhodesian. On last week's evidence I think these statements were shown false.

Dr. O'Brien, however real the sympathy he may deserve for finding himself in a situation for which nothing that had happened in his life before had prepared him, could hardly be said to have helped himself by announcing—long before the issue had been decided—that the State of Katanga had ceased to exist.

After four days' fighting it was grimly obvious that the U.N. forces in Katanga were in a desperate position, dotted in penny packets (if I may be forgiven a colloquial expression in relation to a military matter), over a vast area, and without food or supplies. A cease-fire *had* to be negotiated, if a total disaster was to be avoided, a disaster with an immeasurably appalling effect on the United Nations Organisation. It was on his way to negotiate that cease-fire that Mr. Hammarskjold met his death, and the man with whom he was going to negotiate, with whom Mr. Mahmoud Khiari did negotiate, was Mr. Tshombe, the President of a State which less than a week earlier Dr. O'Brien had said did not exist any more.

The risks involved in the action which the U.N. took were enormous. The immediate outcome is the death of the Secretary-General and an apparent defeat for U.N. policy in the Congolese Republic. These are grievous enough. But it is worth pondering what would have happened had there been a U.N. victory in Katanga. First there would probably have been what a correspondent, mingling euphemism with optimism, described on September 17 as a " re-integration of Katanga's wealth with the impoverished Congo economy." Second, Tshombe himself and his Ministers, as well as the Belgians serving the Tshombe Government, would have been delivered into the hands of their enemies. Their fate would, I maintain, have offered the clearest possible warning to every African politician who attempts to work for the creation of a viable state in some form of partnership with Europeans, that not only must he not look for protection to U.N.O. but that U.N.O. is intentionally and perhaps his enemy.

Tshombe is no plaster saint but he has striven to make it possible for Europeans to live and work in an African-ruled country in which they were formerly the masters. It is a form of partnership which the exponents of African domination strongly resent. When the problem of Mr. Hammarskjold's successor is solved, this issue of the alternative policies in Africa will still remain, and I am convinced that to travel the road which the U.N. attempted in Katanga is to head for bloodshed and chaos.

The photographs of tangled wreckage show the remains of the DC-6 aircraft in which Mr. Hammarskjold crashed on the night of September 17 while flying from Leopoldville to the Northern Rhodesian town of Ndola, where he was to have had urgent talks with President Tshombe. The disaster occurred in the jungle eight miles from Ndola, near the Katanga border. Of the fifteen passengers, all were killed except Sergeant Harold Julian, a United States member of the United Nations Security Force, who was found seriously injured

TRAGEDY IN THE JUNGLE

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

THE STARS IN THEIR COURSES. The death of Mr. Hammarskjold may well have brought despair to hearts not yet without hope. "The stars in their courses" seem to fight against international sanity. He was criticised, of course, as big men often are, as the master and not the servant of the United Nations. But a big majority of the representative nations were in no doubt of his impartiality, integrity and utter devotion to its charter. Only those who disliked his impartiality questioned it. Certainly he *was* the United Nations. Without him, it is a tape-recording of discordant voices. Who can succeed him? No one man in the Secretariat suggests himself on the score of fitness, even if he could hope for general support. Last week it looked as though no effective successor might be found. Mr. Hammarskjold may have been the last Secretary-General. Either a three-man team would be accepted in despair, or the succession remain in abeyance and a stop-gap "care-take." In either case the U.N., at this most critical juncture in world affairs, will be no more than a talking-shop. When Mr. Hammarskjold died, he was attempting to save the situation in Katanga. If he had succeeded we cannot doubt that he would have cleared up many distortions in the reportage on the spot and cleared himself. The decision of the local representatives of the U.N. to act as they did in Katanga may well have seemed valid in the circumstances as they saw them; and may well have got out of control, as unexpected resistance developed to a movement designed to be bloodless. There is always that risk in military precautionary measures. The decision was certainly within the broad principles of the U.N. Charter; the consequences were unforeseen and disastrous. The U.N. may condemn the acts of its servants. It is quite unfitted to act as their master. And so tragedy is heaped on tragedy, and the latest seems to prevent any immediate alleviation of that which preceded it. At the moment of writing, it may well appear that only a miracle can avert worse calamity; and that that miracle depends on the scales suddenly falling from the eyes of mankind and a view of what lies ahead growing clear and terrible.

At London Airport, Prince Michael of Kent talks to his mother, Princess Marina. While they were on holiday in Italy, Prince Michael suffered a fracture of a toe on his left foot. He was chopping wood, when his axe slipped

STATE OF THE NATIONS. The state of civilisation is pretty grim. The days go by as horror piles on horror, and sheer lunacy takes charge of humanity. Byron, at one time reviewing his love life, came (prematurely) to the conclusion that he was burnt out and would rove no more:

> For the sword outwears its sheath . . .
> And love itself has rest.

It is a faint hope that Byron was in the main right about the sword outwearing its sheath. It is possible that hate, like love, may have rest for a time, and that human beings may suddenly react from the excesses which have brought them to the crater-edge. Wherever we turn, we see madness and brutality in control, and the name of reason used to justify barbarous actions. From the "bloodless" revolution in Turkey which led to the hanging of Mr. Menderes and others of his Government in circumstances too horrible to describe, to events in Katanga, the rule of barbarism is established. In our own country, in whose sanity and influence we have felt pride, we see the Lord of Unreason directing the revels. When honest men fall out, thieves come to their own. We observe a large part of the police forces engaged in warfare with honest, if misguided, men while dangerous criminals are free to prey on society. Misguided? There is nothing misguided in a handful of men making efforts to avert the final catastrophe of humanity. How those efforts should best and quickest be directed, it is not easy to see. They may fairly argue that in two world wars and many lesser wars, millions have been led as sheep to the slaughter by their leaders; and this particular handful has reason for thinking that it may happen again. Parliament remains in recess. We assume that our Ministers are active; but for all too long they have felt it unnecessary to let us know what may be their methods of approach to the various dangers which loom so dark and urgent. They play it cool enough, as Churchill did in 1940, but have we as much confidence in them, judged on results, as we gave to Churchill? Where does salvation lie for the human race? Only in the possibility that Byron was right about the sword and that men still retain that relic of reason and sanity to react from hate and barbarism when the flames from hell begin to scorch their feet. The handful of "lawless men," who have been suffering ridicule in discomfort to try to sow the seeds of that reaction to sanity at the eleventh hour, are perhaps a little less insane than the world's leading statesmen.

"WITH WORN-OUT TOOLS." There is again a faint possibility that the cold war of words which has been raging since 1945, or before, may die down from acute shortage in the supply of new weapons. For some time past we have noted that those whose duty or hobby it is to keep this war of words going are gravelled for lack of matter, and, even as some of them perfect new and deadlier nuclear bombs and rockets, they are forced back to fight the war of *words* with slings and bows and arrows. No "world statesman" can relish the danger of being dismissed as a fool or an old bore, and when the other day Mr. Khrushchev and Mr. Nehru told us in a joint communiqué that the most important issue facing the world today was complete disarmament under strict international control, I concluded that even the supply of bows and arrows had dried up; and that each, as he returned to his place of business, must have had grave second thoughts about their joint communiqué. Mr. Khrushchev must have wondered whether there was a laugh or chuckle left in it even for his personal enjoyment; Mr. Nehru whether that outrageous piece of nonsense had not shaken such claim as he possesses to be a Solon. It would be

Mr. Brendan O'Regan, chairman of the Shannon Free Airport Development Company (left), shows a model of a factory to Mr. H. J. McCann, the Ambassador of the Republic of Ireland in London. The Ambassador had just opened the Shannon Industrial Exhibition

Two visitors look round an exhibition of original art work and posters at Charing Cross Underground Station. The exhibition was arranged as part of the centenary celebrations of the Post Office Savings Bank

Inside the Golden Arrow, a two-decker caravan on show at the International Caravan Exhibition. The show is being held at Earls Court until September 30

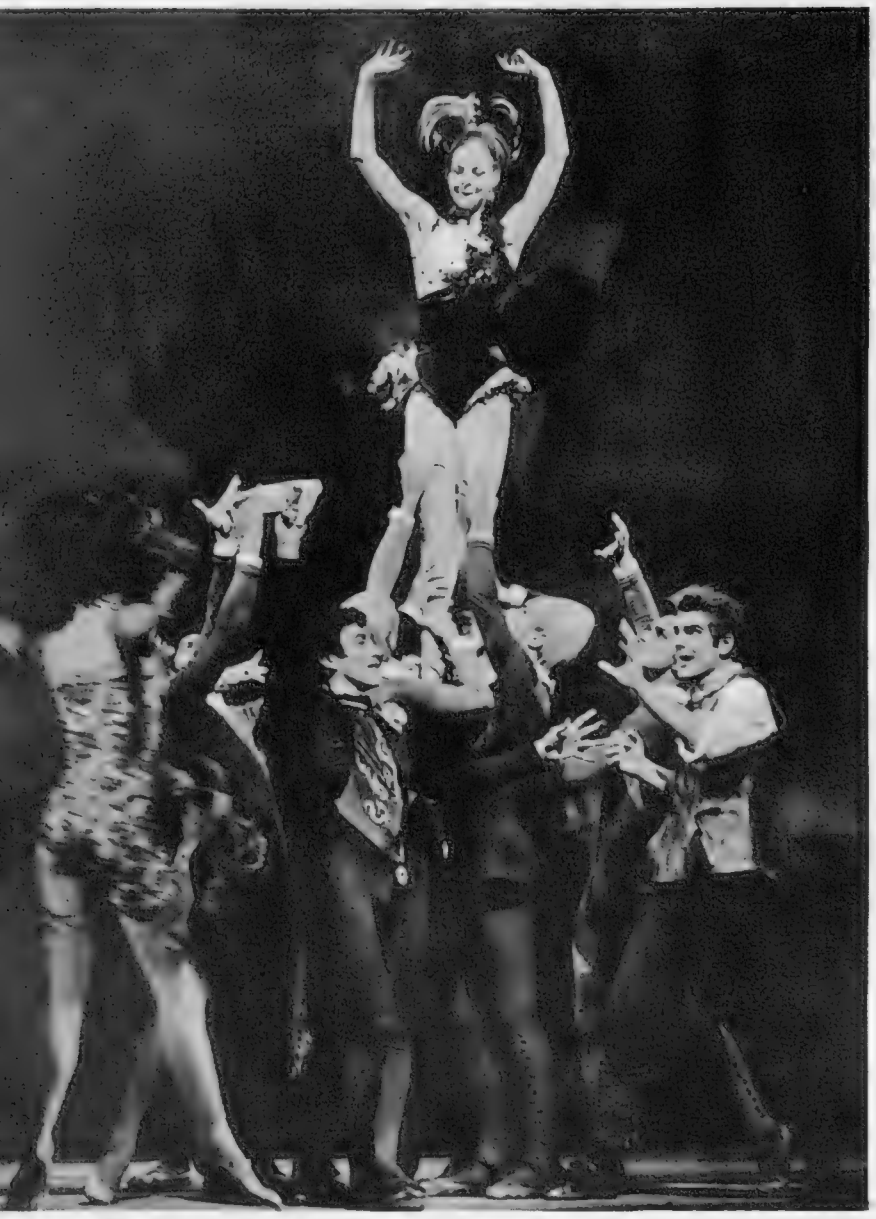
The exterior of the Golden Arrow, one of more than 200 caravans on show. The organisers of the exhibition are the *Daily Mail* and the National Caravan Council

strange if the cold war ended at last not from lack of deadly weapons but from lack of phrases, ended in sheer ridicule and utter boredom while nuclear weapons continue to pour out with an ever more deadly potential. But stranger things have happened. Ridicule before now has conquered dragons when force and common sense have failed; and, it may be, we are more afraid of boredom than of bombs, and world statesmen more afraid of personal ridicule than of the dragon they have let loose.

THE SUICIDE CLUB. Stevenson's Suicide Club flourished because its members derived the ultimate thrill of which they were still capable from gambling with the chance of their own deaths. It would be extravagant to suggest that our world has created another suicide club on a global scale. Statistics will once again be adduced to assure us that flying is " as safe as houses " and that travel by sea and railway presents more risk. Men will go on circling the wall of death because their experiences and tests are essential to the perfection of the motor-car—itself an acknowledged killer—in the industrial struggle for markets. Neophytes will attempt peak climbs, non-swimmers will risk unknown tides on bladders and cavers will explore pot-holes on trust. It is generally agreed that to be venturesome is the privilege and duty of youth in a virile state. All the same, some of the cautious nursery adages still possess some force and sense, and it is arguable that in the rivalry of nations for pre-eminence and custom, we move too quickly and are indeed reaching for ever higher speeds without enough attention to making secure each upward step in our climb. What we watch in gigantic form in the nuclear test race, we see in microcosm in the risks taken in matters open to all and sundry. Some backing for the theory of a new and global suicide club is supplied by the average man's refusal to be cowed by disasters. He seems to regard saving time as more important than saving human lives. What to do with the time gained, he does not yet know. And that ignorance may be an inducement to join a suicide club.

THE RING AND THE BOOK. Such ration of comedy as we can draw from our tragic modern life must be found in the chronicle of very small beer. For example: the case of the butcher's son of Ingatestone. The boy is twelve years old and always wore a signet ring according to family custom. (The butcher's children start wearing gold signet rings from the age of two.) The boy's head master objected to the ring as not being a part of school uniform. The father insisted on the wearing of the ring and the boy was suspended. The offer of a place at another school, where rings are winked at, was refused by the father. As a result the boy lost many valuable weeks of education and the Law stepped in. A compromise was reached after a fine had been imposed. " The virtue of the ring " and the boy's " own honour to contain the ring " are mercifully *not* compromised. The boy returns to his books, the gold ring will remain in his pocket (with much else) during school hours. I hope it will not get mislaid among conkers, string, knives, pebbles and other treasures. I wish that even more important disputes and campaigns for sovereign rights could be settled as quickly and successfully without loss of face to authority. It is the fear of loss of face by nations, statesmen and humble individuals which today is a prime cause of our bedevilment.

THE OLD STAGER



In *Jabez and the Devil*, Mary (Antoinette Sibley) is lifted high above Mr. Scratch (Alexander Grant) and Jabez (Donald Macleary). **Right:** Antoinette Sibley at a square-dance

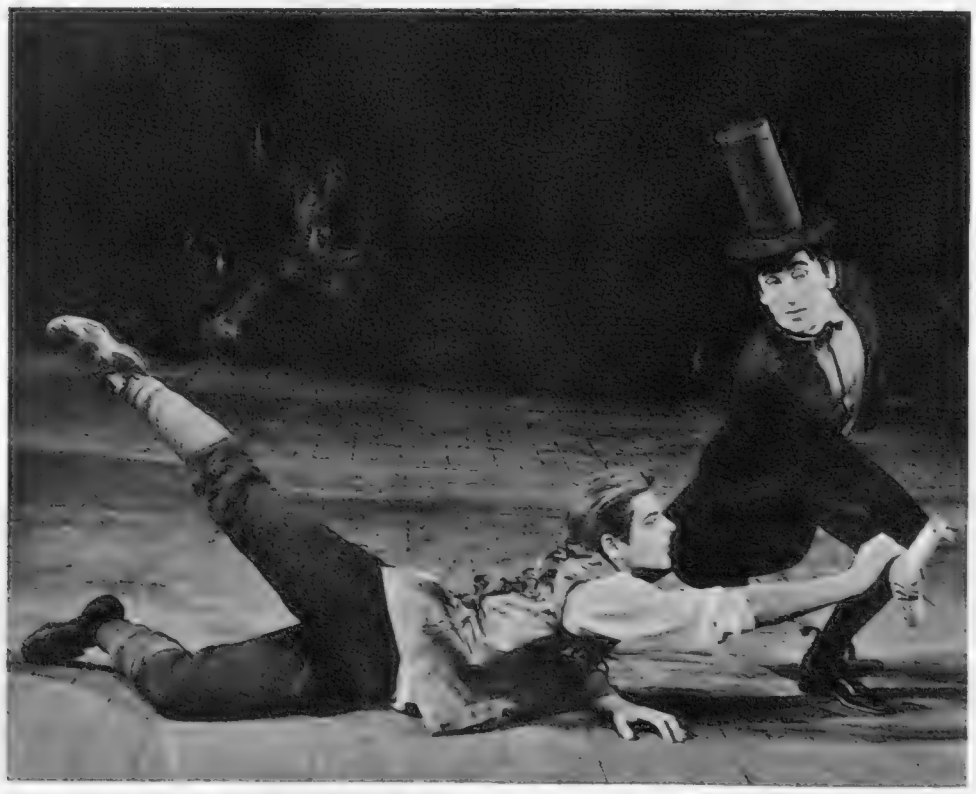
ENTERTAINMENT

BALLET PREMIERES

at The Royal Opera House

Photographs by Anthony Crickmay

For the beginning of its new season at Covent Garden, the Royal Ballet, invigorated by the triumphs of their Russian tour, produced two new ballets. Kenneth Macmillan's half-hour-long *Diversions* is an abstract ballet set to Sir Arthur Bliss's Suite for Strings, composed in 1936. To ballet critics, the new work recalled the reserved lyricism of the most influential of British choreographers, Frederick Ashton, especially in one of his greatest triumphs, *Symphonic Variations*. The curtain rises on two figures (Svetlana Beriosova and Donald Macleary) alone on a stage framed by fragments of classical ruins. Their dance is followed by that of another couple, Maryon Lane and Graham Usher, and by that of the small chorus. Without pause, and with great fluidity, the solos, *pas des deux* and *ensembles* are employed to make up a ballet of cool, autumnal classicism. In complete contrast is Alfred Rodrigues's story ballet *Jabez and the Devil*, based on Stephen Vincent Benet's short story called *The Devil and Daniel Webster*. The scene is set in the American Wild West.



Jabez (Donald Macleary) is tempted by Mr. Scratch (Alexander Grant)

Graham Usher and Maryon Lane in Diversions

In Kenneth Macmillan's new abstract ballet, Maryon Lane and Graham Usher provide some electrifying dancing

Members of the small chorus in *Diversions*, an exercise in ballet classicism

THE VOICE OF THE COMMON

Dr. Kyaruzi, from Tanganyika, meets Mr. Keith Holyoake, New Zealand's Prime Minister and Minister for External Affairs, in Wellington. Introducing them is Mr. A. D. McIntosh, Head of New Zealand's Department of External Affairs. Dr. Kyaruzi was spending a fortnight in the External Affairs department, was later attached to the New Zealand delegation for the United Nations General Assembly and went with the other members to New York to gain further diplomatic experience. A former District Medical Officer in Tanganyika—he studied in East Africa and Edinburgh—Dr. Kyaruzi is one of a number of Tanganyikans who have been selected to train to work for his country's External Affairs department after Independence Day (December 9)

AUSTRALIA

Meeting the problem of the " bulge " in the country's schools and colleges

During the past ten years, enrolments at all schools in Australia have increased by 42 per cent., from 1,440,000 to 2,052,000. Coping with the fast developing " bulge " has presented a major problem to the schools system. The " bulge " first hit the primary schools in 1948 and has since extended right through the education system to university level. Over the ten-year period, incidentally, university enrolments rose by 55 per cent. from 30,630 to 47,447 and it has been estimated that on the present trend, Australia will need at least one new university every two years to meet the demand. Matching the economic and social factors giving rise to the " schools bulge," advances in teacher education from 1950-60 have been greater than in any previous decade in Australian history. There have been substantial increases in the numbers of teacher training colleges, students, staff, financial provisions, types of courses available, and improvements in in-service training, selection procedures, and in the understanding of problems facing teacher-educators and of the solutions they might try.

Public demand has been a major factor in these improvements, inducing an appropriate pressure on the Governments concerned; in Australia education is administered by the State Governments. There have, naturally, been different emphases in different States.

In Victoria, for instance, residential accommodation has increased from 482 students in thirteen hostels to 1,440 students in thirty-two hostels. There has also been an increase in residential facilities in New South Wales. All States, except New South Wales, have introduced bursaries for prospective teachers and student allowances have been greatly improved. Active recruiting campaigns, and financial inducements, have put all the States in a good position to meet the demand, on present trends, for primary teachers.

The supply of teachers for secondary schools, however, is not so good. In fact, the demand has so far exceeded supply that there has been a reversal of the custom that secondary teachers undergo a longer training course. Nearly all States in recent years have introduced emergency short courses. Western Australia has training courses that are primary in the first year but in the second enable the students to specialise in music, art, physical education or commercial subjects for teaching in secondary schools. In Queensland, those who have completed one year at the university may take a second year at the teachers' college and then teach in secondary schools. Victoria, New South Wales and South Australia have courses consisting of university or secondary colleges' academic subjects and college professional courses. In all States, the number of partly qualified and temporary and casual teachers employed in secondary schools has risen appreciably. The secondary schools, however, should solve their own shortage problem as larger numbers of students emerge from them during the 1960's and go on to teachers' colleges.

University education in Australia is also facing its problems. The Prime Minister, Mr. R. G. Menzies, has announced that a fourteen-man committee set up by the Federal Government will inquire into the future of tertiary education in Australia. It will be a committee of the Australian Universities' Commission, presided over by the chairman of the commission, Sir Leslie Martin. The members will consider the pattern of tertiary education in relation to the needs and resources of Australia. After a wide investigation, it is hoped that the committee will submit its recommendations before the end of the 1961-63 triennium.

The vice-chairman of the committee will be Professor C. R. McRae, formerly deputy Vice-Chancellor and Professor of Education in the University of Sydney. Dr. C. M. Gilray, former principal of Scotch College, Melbourne, will be an executive member.

The Prime Minister said that the recent recommendations of the Universities' Commission, and, earlier, those of the Murray Committee, had been accepted by the Federal and State Governments. The result had been greatly increased grants to the universities since 1958. Mr. Menzies said that the rapidly increasing number of students and other major factors, such as student wastage, staff shortages and the pressure on universities, generally made it imperative that investigation be made into the best way of making the most efficient use of the available and potential resources.

The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "

Delegates to the Commonwealth Parliamentary Conference are shown Roman Baths in Bath during

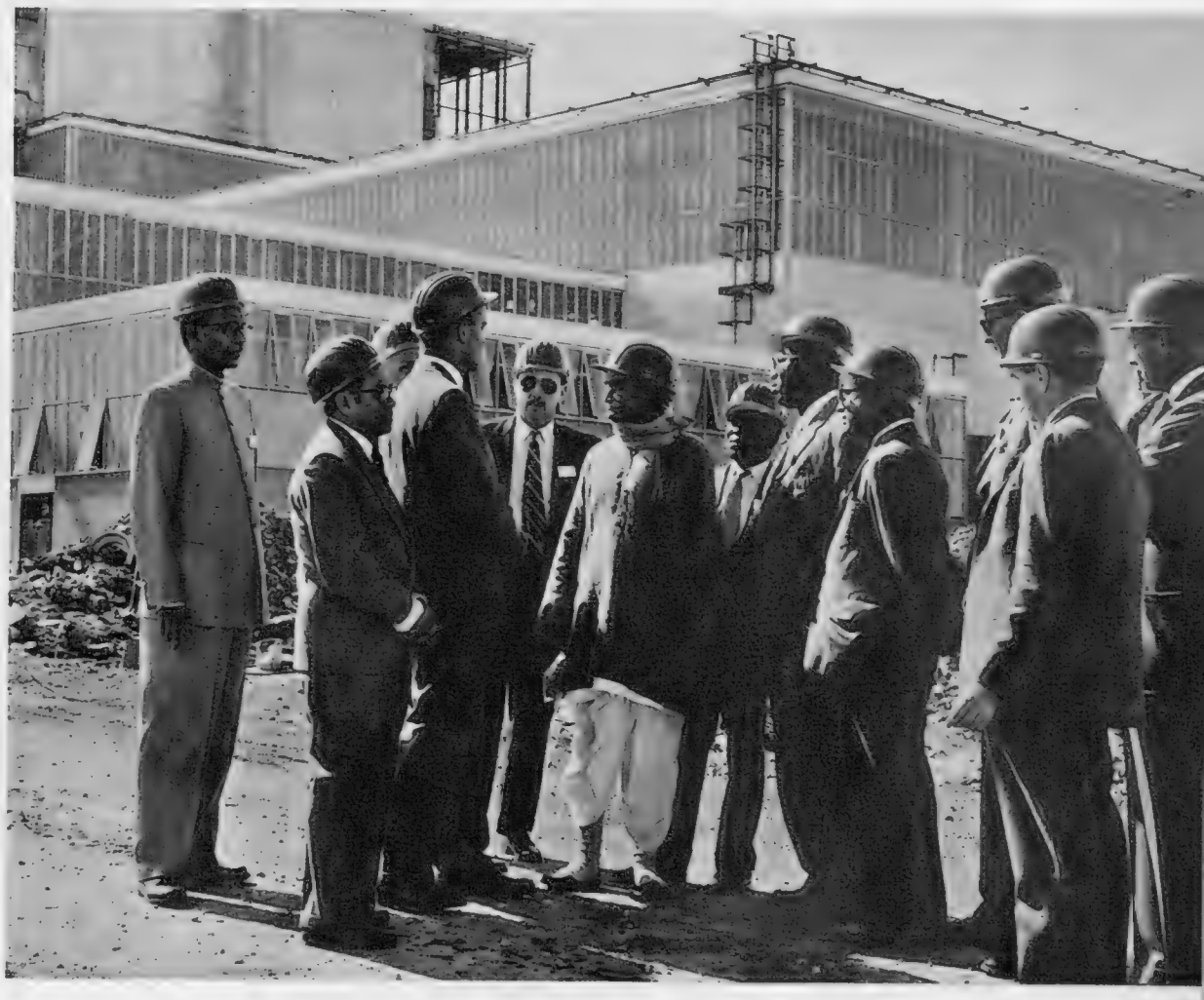
WEALTH

Mr. A. G. Turner, Clerk of the Federal Australian House of Representatives and Secretary to the Australian delegation to the C.P.A. Conference, Mr. P. Galvin, M.P., of Australia, and Mr. J. L. Steer, M.H.A., from Tasmania, are outside the Abbey at Tintern during their tour of Britain. All delegates returned to London in the middle of last week in preparation for the opening of the Conference of the Commonwealth Parliamentary Association by the Queen in Westminster Hall last Monday. The sessions are continuing throughout this week

At a reception for the C.P.A. in Edinburgh, Mr. J. Greig Dunbar (centre), the Lord Provost, is with, from left, Sir Roland Robinson, M.P., Chairman of the C.P.A. General Council; Mr. R. A. Njoku, Minister of Transport, the Nigerian Federation, the Duke of Montrose, and Mr. Allen, Windward Islands

Alderman Charles Smith, the Lord Mayor of Bristol, shows some of the city's civic regalia to Canadian delegates. They are, from left, Mr. G. W. Clarke, Mr. G. Le-Chasseur; Mr. Jacques Flynn; Mr. R. L. Hanbidge and Mr. Murdoch

one of the pre-Conference tours



Commonwealth delegates are shown round the nuclear power station under construction at Hinkley Point, Somerset

The small Italian resort of Lerici, on the Gulf of Spezia, is dominated by its castle, now a youth hostel

CASTLE FOR YOUTH

Photographs by Henry Grant

The rocky, beautiful coast of Italy south of Rapallo is being rapidly developed for seaside holidays. In the middle of the region is the Gulf of Spezia, with its small fishing villages, castles perched on the cliffs, and hills covered with vines and olive groves. At Lerici, the Pisans built a small castle on a promontory. It was captured from them by the Genoese. Today it has become a youth hostel, catering for thousands of visitors from many parts of the world every year. They are allowed to stay a maximum of three nights at the height of the season, longer at other times of the year. The charge is 215 lire (about 2s. 6d.) a night. It is one of seventy-five youth hostels in Italy affiliated to the Associazione Italiana Alberghi per la Gioventù, which is a member of the International Youth Hostel Federation. Lerici is reached by road from La Spezia, a busy port. Not far from the colourful fishing village Shelley lived for the last part of his life. Across the bay is Portovénere, from which Lord Byron swam across the Gulf to visit his fellow-poet. And it was from Lerici that Shelley set out on his last sailing trip, to be drowned in a sudden squall on the Gulf of Spezia.

Left: On the walls of the youth hostel

Once the scene of strife betw

Designed by the distinguished Italian architect, Gio Ponti, the gay seashore café is on part of the promontory on which the youth hostel stands

tween Genoa and Pisa, the hostel now welcomes thousands of young people every year

A young British architectural student sketches at the castle

BRIAN VESEY-FITZGERALD

THE SOCIABLE CHOUGH

The crows and choughs that wing the midway air
Show scarce so gross as beetles.

The lines are from *King Lear*. The tragedy is set partly in Kent and because of this it seems to be generally agreed among ornithologists that Shakespeare has here made a mistake, that he was not really referring to choughs but to jackdaws, since the chough does not occur in Kent, whereas the jackdaw is abundant in that county. Myself, I do not believe that Shakespeare made a mistake. He was a most observant man, and an excellent all-round naturalist to boot, and he knew very well what he was seeing. In any case, he was familiar with the jackdaw. In *Troilus and Cressida* we find: "The eagles are gone: crows and daws, crows and daws!" And in *Othello:*

But I will wear my heart upon my sleeve
For daws to peck at.

Why should he suddenly confuse the birds? I do not believe that he did: when he said choughs, he meant choughs. I expect that choughs did occur in Kent in his day.

As a matter of fact, the chough was once a common bird throughout Britain. Chaucer knew it—"the thief the chough, and eke the jangling pye"—and the Italian, Polydore Vergil, who visited this country in the fifteenth century, remarks that "Crowes and Choughs are every day in the morning earlie harde clattering in their kinde. In no countrie is there a greater multitude of crowes."

But there is no need to go as far back in time as that. Gilbert White—and, surely, nobody is going to suggest that White did not know the difference between a chough and a jackdaw—twice remarks on the numbers of choughs in Sussex: "Cornish choughs abound, and breed on Beachy-head and on all the cliffs of the Sussex coast." No mention of Kent, it is true: but near enough. Near enough to make it probable that Shakespeare, some 200 years earlier, did see them in Kent.

Today, you will not see a chough anywhere on the south coast of Britain. Presumably it was once so common in Cornwall that it became widely known as the "Cornish chough," but today there are no more than a few pairs, a very few pairs, in north Cornwall. There are a few small colonies along the coasts of Pembrokeshire and Cardiganshire, and, locally, it is rather more plentiful in Caernarvonshire. It also occurs inland in north and central Wales, in the Isle of Man, and at a few places in the Inner Hebrides. Only on the coasts of west and south-west Ireland can it now be described as fairly common.

Why there should have been this marked decrease is a puzzle. The accepted theory seems to be that it has suffered in competition with the jackdaw, a much more energetic and aggressive bird with a fondness for the same sort of situations. This may well be so: but why has it taken so long to happen? The jackdaw seems always to have been an abundant bird in Britain and, if it does compete with the chough, must always have done so.

I think that the reason for the decrease in the numbers of choughs must lie deeper than that. Now, in face of even sterner competition, from the jackdaw, whose numbers have increased markedly in recent years, the chough would seem to be holding its own. I have an idea that there may even have been a slight increase in numbers in the last year or two; at least, in one part of Wales. Observing the bird just casually and occasionally, as I do, it is very difficult, indeed impossible, to be certain about this. For the chough will sometimes abandon a nesting-site for a year or two and then re-occupy it, and will sometimes abandon a site altogether and adopt a new one. Local though they are, there can thus be a shift of population within the locality and this can be very misleading for the occasional visitor.

All the same, I have been watching choughs in a disused quarry in north central Wales, and this is certainly the first time that there have been choughs at this quarry within the memory of anyone in the neighbourhood. Moreover, no site in the locality has been abandoned. These birds may have come from a distance. But I like to think that there has been a local increase in numbers.

The chough is an all-black bird with a curved red bill and red legs; very handsome. But the strange thing is that, when you see it in the wild, it does not look nearly as black as it does in the coloured pictures in the books. In some lights it is a good Oxford blue. The name is derived from its most common call, which is plainly "chuff." I have heard one or two other notes which are definitely crow-like (the chough is a member of the crow family), but for the most of the time the voice is much more gull-like, with much of the same wild plaintive quality. The flight resembles that of a rook, though it is rather more buoyant, but on the ground the general gait is much more like that of a magpie with a good deal of tail-flirting and sideways hops in the genuine magpie manner.

The birds I watched spent a good deal of time playing. They are sociable birds living in flocks or small parties, except in the nesting-season. But lots of birds that live in flocks are anything but friendly towards each other: consider the bickering that goes on in a flock of blue tits or a flock of starlings. These choughs were friendly. I saw no bickering at all: no bird getting in a sly peck at another as is the way with most flock birds. These choughs liked each other.

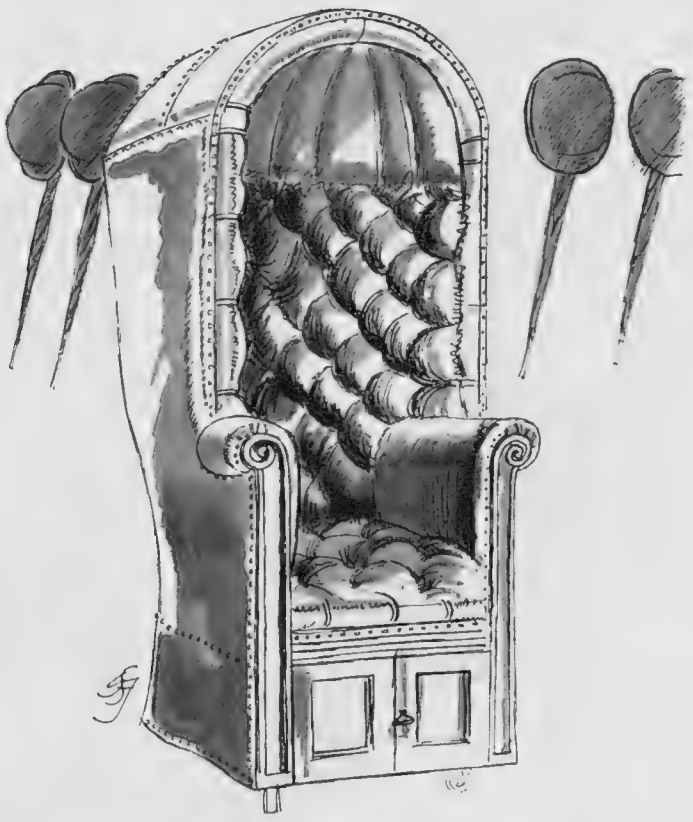
They played games which it required very little imagination to believe organised. A favourite one was a sort of "follow-my-leader" along the rock face. The leading bird would dive and twist and turn, soar upwards and plunge down, and sometimes turn over on to its back in the manner of a raven, and each following bird as it came to what seemed the exact spot would do just the same thing. The game might last for, perhaps, two turns of the quarry, the birds sometimes bunched closely together, sometimes strung out in a long line, and then all would settle and chat away to each other rather in the manner of young jackdaws.

They also played with the wind. But this was always an individual game, not a flock exercise. There are all sorts of currents and up-draughts in a quarry, and every now and again a bird would come out from a crevice in the rock and indulge in aerobatics on its own, taking every advantage of the various currents of air. They would soar in an up-draught, going round and round in circles like a glider and reaching a considerable height, and then come plunging down with closed wings, turning and twisting: repeating the performance over and over again for the sheer enjoyment of the thing, and displaying a mastery of the air which, surely, only the raven among members of the crow family can rival. I think being a chough must be rather fun.

The new Court House for Waltham Abbey Petty Sessional Division which has been built by Essex County Council in The Ridgeway, Chingford. It was to be officially opened on September 29. **Right:** A general view of the Court Room looking towards the bench

CAZENOVES

The dining-room in Tokenhouse Yard is in a building which this year celebrates its ninetieth anniversary



The porter's chair with the hatpegs behind

LONDON DINING-ROOMS

CAZENOVE & CO.

Drawings by Geoffrey S. Fletcher

The firm has its premises at No. 12, Tokenhouse Yard, a narrow street running behind the Bank of England from Lothbury. Above the entrance is inscribed the date of the building, 1871. But the old porter's chair—perhaps the best-preserved example of its kind in London—is a reminder that the business was established in the City in 1785.

The dining-room has been used as such since the construction of No. 12. It is small in size. The chairs at the table date from the eighteenth or early nineteenth centuries. The curtains over the window are hung as they probably were ninety years ago, from large rings on a wooden pole. On the table the silver-gilt galleon immediately catches the eye. It is Dutch work and entirely decorative. On the walls there are a fine late eighteenth-century oil painting of Greenwich and an engraving of it by W. Daniell. At mealtimes when ice cream is being served it is still made in an old-fashioned freezer.

Two other notable features in the building are the Front or Partners' Room and the wide staircase with its mahogany handrails. Opening from the corridors are many tall doors, also of mahogany. Everywhere there is an atmosphere of the solid confidence of the Victorian age and, the Partners pride themselves, of a private house rather than an office.

(This concludes the series on London Dining-rooms which began on 24th June)

In the late afternoon, the Scottish trawler *Annabelle* ties up in Girvan, Ayrshire, to unload the day's catch

ONE DAY'S FISHING

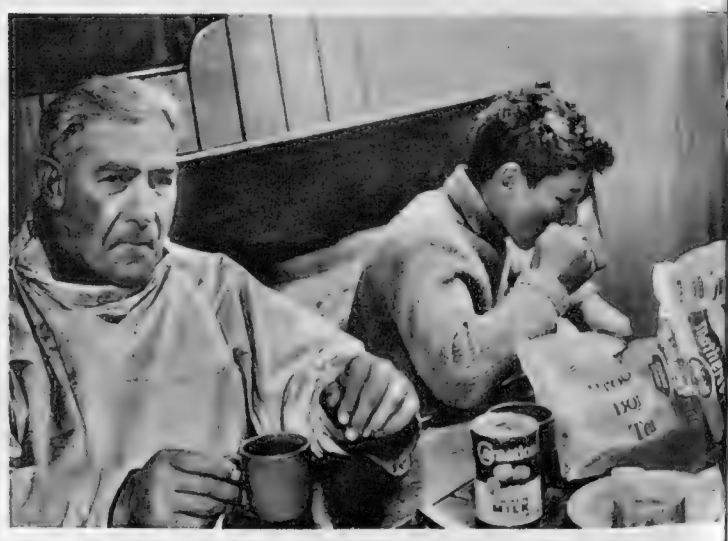
Photographs by Barry Swaebe

On a typical working day, the 15-ton Scottish trawler *Annabelle* leaves Girvan Harbour on the Firth of Clyde at 4 a.m. heading for the Corsewell lighthouse seven miles to the west of Ballantrae. It is a two-hour voyage in darkness. Soon after the start of the voyage, the crew usually settle down to the first meal of the day. Fishing starts at dawn, so that not a minute of daylight is wasted. *Annabelle* was built locally by Noble of Girvan. She has a 3-cylinder engine developing 22 h.p. and is equipped with modern radio and a fish detection unit. The trawler is owned by four brothers from Ballantrae, William (the skipper), Hugh, Robert, and Charles McIlwraith. This summer Hugh's son Bert has been learning the fisherman's trade on the *Annabelle*.

In the thirteen-hour day at sea, there is much to do. After each sweep, a proportion of the fish are thrown back. The rest have to be gutted, sorted, cleaned and boxed ready for removal to market at Ayr when the trawler returns to harbour. Each haul contains an assorted catch—prawns, hake, haddock, plaice and skate are kept. All the fish have to be above a minimum size. With practice the fishermen can gauge this by eye alone.

The skipper, William McIlwraith, spends all day at the wheel, from 4 a.m. to 5 p.m.

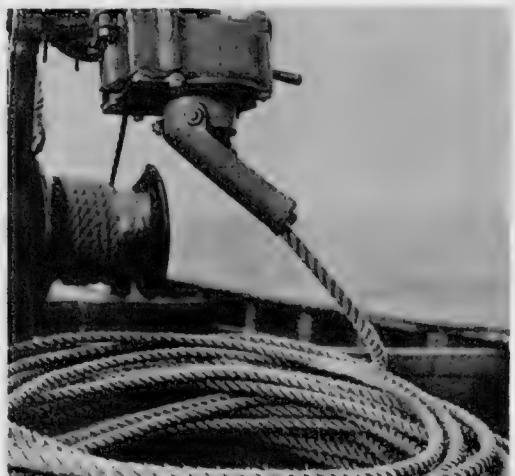
At 4 o'clock in the morning, Hugh and Robert McIlwraith enjoy a meal of cups of strong tea and apple jam sandwiches. **Below:** Members of the crew at another welcome meal break



As the net is hauled in, the skipper leans out of the wheelhouse to look at the catch

After the fish have been gutted, they are thrown into boxes according to type

The "Dahn Buoy" is attached to the first sweep rope. It acts as a marker when the rope goes out. **Below:** The winch automatically coils the sweep ropes as they are drawn in at the end of the sweep. Two ropes, each three-quarters of a mile long, are let out on each side of the trawler



Gulls, gannets and kittiwakes fight for the fish discarded by the fishermen About two-thirds are thrown back

GABOR DENES

YACHTING

Although the active number was reduced from last year's seven to five, the Twelve Metres had a very successful racing season, and a certain amount of progress can be reported in the training and development work aimed at the next British America's Cup challenge. From the purely racing point of view, *Sceptre* again proved the best boat. In many details she is an improved boat, and Eric Maxwell, her owner, has trained his crew well.

The others are all pre-war vessels, brought up to date as regards gear and fittings, but as far as hull-design is concerned they are just not equal to *Sceptre*. It must be disheartening at times for the other Twelves to be left behind, and it might have been a help to race on handicap, but the purist leaders of the class are dead against this. So the season ended with *Sceptre* the top scorer, Anthony Boyden's *Flica II* second and *Norsaga*, the Red Duster Syndicate's trial horse, third.

I understand that the Red Duster Syndicate's plans are the most advanced among the possible owners who might put up the next America's Cup challenger. At present this syndicate consists of Lord Craigmyle, M. Evans Smith and Eric Marshall, but the circle may be extended. *Norsaga* had been given various improvements last winter, and her crew has shown great progress under her new sailing master, Commander Erroll Bruce, R.N., resulting in three wins, two seconds and three third prizes in ten starts during Cowes Week. Arthur Robb, who is engaged by the syndicate to design the new challenger, has been working hard; up to now about a dozen models have been tested in the Saunders Roe tank, and results correlated to *Norsaga's* full-scale performance, compared to her own model in the tank. I gather that the time is near when Robb can prepare the final set of lines. Construction of the new boat is expected to start towards the end of this year. She should be ready by next August, in time to be sailed against *Norsaga* in trials to find out if any adjustments are necessary.

It must be remembered, that the Australians have issued a challenge for the Cup, and the America-Australia series will be sailed next year. The British challenge will be made against the winner of this contest, so it should take place in 1963. The only other owner who has definitely declared his intention to build a challenger is Anthony Boyden, who has put his faith in David Boyd, *Sceptre's* designer, with Laurent Giles acting as consultant. In this case all the model work is carried out at the Stephens Institute in America, and although much design work has been done on winches and other gear, there is no date fixed for the end of the tank testing and the building of the new boat.

By contrast to this class of the largest racing craft now in existence, where so much of a boat's success depends on good design, it is interesting to look at the National 12-ft. dinghy class. This is also a restricted class in which designers have a chance to show their skill, and in the last few years designs by Ian Proctor and Uffa Fox have dominated the racing scene.

During the recent Burton Cup Week, conditions were extremely varied, with two heavy days, and the rest variable. The Uffa Fox-designed *Magician* (Michael Evans) won the Burton Cup Race when it was blowing hard, and also the Points Trophy for the week, and the second in the Points was another of Uffa's boats, Peter Rowsell's *Thunderclap*. The latest Proctor design, the Mark 10, did well, too. Jack Oakeley's *Ad Lib*, was second for the Cup, and third in the Points Trophy.

(This is the last of the regular Yachting articles for this year)

Twelve Metres with their spinnakers set at Cowes—*Sceptre* and *Flica II*

Michael Evans's *Magician* racing in the Burton Cup Week for National 12-ft. dinghies

BURHILL FAMILY FOURSOMES

In play on the fourth green during the final of the Burhill Family Foursomes

Thirteen-year-old Timothy Rowan-Robinson plays out of the rough

Winners and runners-up—**left:** Mrs. P. Sutherland Pilch and her son Jeremy and **right:** Mrs. J. A. Attenborough and her son Michael

Situated near Walton-on-Thames in Surrey, Burhill, with its charming parkland setting, is a staunch upholder of family golf. For its renowned Family Foursomes this year there was an entry of over 160 from all parts of Britain. A salient feature of the tournament this time was the comparative eclipse of father-and-daughter partnerships. All four semi-finalists were mother-and-son pairs. Mrs. Saggers and her twelve-year-old son Peter played Mrs. Sutherland Pilch and Jeremy Sutherland Pilch and Mrs. Attenborough and her son Michael played Mrs. B. W. Roberts and Nigel Roberts. In the final, there was a keen struggle despite the wet and windy weather. A large gallery of spectators equipped with umbrellas watched Mrs. Sutherland Pilch, a former England international, and her son, conceding eight strokes, play Mrs. Attenborough and her son. The match went to the last green before Mrs. Sutherland Pilch and her son emerged the victors. A surprise defeat in one of the earlier rounds was that of the Yorkshire couple from Alwoodley, Mrs. M. Stephens, and her son, Noel, the Oxford University captain. One feature of the tournament was the number of very young golfers taking part. For all the contestants there were the comforts of the country club atmosphere of Burhill, with its early nineteenth-century clubhouse. The course is 6,347 yards long, S. S. S. being 74.

N. M. Stephens is watched by his mother, Mrs. M. Stephens

Miss Carol Archer drives. Left is her father, Mr. C. A. W. Archer

Thirteen-year-old David Renshaw and his mother, Mrs. A. Renshaw

J. M. Kippax is watched by his mother, Mrs. M. Kippax

M. G. C. Gibbs, Mrs. E. M. Gibbs, A. Clark and Mrs. M. M. Clark walk from the first tee

BOOKS

FROM WIT TO CHARM

Claude Cockburn's new volume of autobiography; memories of France in the 'Twenties; a variety of other non-fiction; and this week's novels

Mr. Claude Cockburn is one of the most stimulating, provocative and unconventional writers of our days on subjects of politics and press. It is our good fortune that he also writes very well indeed and that the third volume of his autobiography, VIEW FROM THE WEST (Macgibbon and Kee. 21s.), makes quite as good reading as his first two. Mr. Cockburn opens his story from the viewpoint of a hospital bed in Ireland, when he was reported to be dying of tuberculosis and when, as he puts it, he was particularly bothered by the effort to sort the hallucinations from the realities. Typically, he adds that "in a more normal existence the distinction between the two is not so important."

In the earlier volumes the author has described his period as a Communist and his severance with the party. Because his writing tends to be discursive as well as chronological, the subject arises again from time to time in the present book, particularly since his fellow journalists, friends and new acquaintances have continued to take an interest in the reasons for his radical change of heart and mind. "A few years ago," he writes, "I was at a dinner party at Lord Beaverbrook's and—as is inevitable and natural—I was assailed with questions from fellow guests on the subject of what had finally caused me to quit the Communist Party. Truthfully but perhaps foolishly . . . I felt bound to admit that probably the most cogent motivation of all was that I was becoming horribly bored. To my perhaps naïve surprise the company was unanimously offended." Boredom, one can guess, is not a state which Mr. Cockburn readily endures. Neither, I am happy to say, is he capable of inducing it.

From the wit and astringency of this man of Fleet Street to the nostalgic charm of Miss Ida Treat's memoirs, IN FRANCE IT WAS SPRING (Faber. 18s.), which recall her marriage to a Frenchman, not long after the First World War, and that part of the couple's lives—a large part—which was concerned with *Maman*. Now *Maman* herself was concerned with only two things and those were her status as an *artiste*, for she had been a popular opera singer in her day, and her love for her only son. This latter could have created disastrous problems if *Maman* had not been capable of halting her sense of possession just a fraction this side of the intolerable, or if the author's good sense and charm had not kept the balance so admirably. Whether in Paris or in the old *mas* in the foothills of the Pyrenees, the trio led a life which was full of delight and small adventures but which clearly depended less on the lovingly recorded caprices of a *belle-mère* than on the sweetness of character of a very remarkable *belle-fille*. A most attractive book.

RUSSIAN FOLK DANCES—Nikolai Birko takes part in one of the spectacular numbers being given by the Ukrainian State Dance Company at the Royal Albert Hall. Their visit to London lasts until October 14

The same description would hardly fit Mr. Edward Radin's masterly re-examination of a notorious murder case in the '90's, which I nevertheless recommend to all amateur criminologists—all the thousands of us—who find great enjoyment in such lucid exposition. With LIZZIE BORDEN—*The Untold Story* (Gollancz. 21s.), Mr. Radin has given us the results of his own most astute investigations and his own conclusions. As far as I am concerned, and I think a host of other readers will agree with me, he has proved Lizzie's innocence and, as a clincher, has produced a quantity of proof concerning the real murderer. It is a fascinating study and has been written both clearly and fairly.

DAUGHTER OF PARIS (Hutchinson. 25s.), by Mrs. Charlotte Haldane, is the life story of an extraordinary figure in nineteenth-century Paris, one Celeste Mogador. Celeste, from a tragically ill-treated childhood, grew to be a lovely girl though a penniless one and lived through successive stages in a brothel and as a more successful courtesan. She was a dancer, an actress, an equestrienne and, more surprisingly, a writer. She married the Count Lionel de Chabrillan in a love match which was to take them both to Australia, where he was appointed French Consul-General in 1854, at the height of the gold rush years, and where Celeste wrote her first, best-selling novel. This was followed by a volume of memoirs which, as one might have expected, had dire consequences but against which the Count's quite heroic behaviour was proof. Celeste outlived him by fifty years and in that time formed literary friendships with the two Dumas, *père et fils*, and the composer Bizet. The extraordinary thing about Celeste was that, despite her early career, she abhorred many of the vices attaching to it. Celeste was beautiful, she had brains and she had the instinct for survival. The final result, as Mrs. Haldane has sympathetically told it, is that a woman of unusual strength of mind and purpose was able to exist on her own terms and not the world's.

THOMAS BEECHAM

Two biographies of the great British conductor

Sir Thomas Beecham must often have appeared to his fellow men as a turbulent character, a man with a ruthless streak in him fully capable of dealing with any and everyone who had the temerity to enter the controversial lists against him. But was he really that kind of man? Neville Cardus, a friend of some thirty years standing, has a very different view of the great conductor, of a man who enlarged his personality continually, a deeply sensitive person of many variable traits which "mingled in the shot silk of his temperament." SIR THOMAS BEECHAM: A MEMOIR (Collins. 12s. 6d.) is itself a most sensitive piece of work, and we can be grateful to Mr. Cardus for the pains to which he has gone in giving clues to the character of this complex man of uninhibited temperament. At the same time Charles Reid, another distinguished music critic, has attempted a straightforward biography of the maestro. THOMAS BEECHAM: AN INDEPENDENT BIOGRAPHY (Gollancz. 21s.), could not really be called a full-length portrait. That would take several volumes. But it covers much ground, and we learn particularly to appreciate the Beecham who exploded upon London music and London society under Edward VII. Again we see the conductor through the entire spectrum of his moods. There is no doubt that Beecham gave an extraordinary glow and savour to the English scene.

Alec Robertson has had a rewarding career in the world of music, and his work with the B.B.C. has brought him in touch with many of the great personalities of our time. His autobiography MORE THAN MUSIC (Collins. 21s.) will give pleasure to many, and, as the title clearly suggests, it covers much wider ground. This is a frank and sincere account of a musical and spiritual pilgrimage. The author's stay at Ampleforth, where he sought to become a Benedictine monk, provides a fascinating insight into the cloistered life. As it turned out, "the sweet and appealing reasonableness of the Benedictine rule" was not proof against the pull of the outside world; but for Alec Robertson the memory of it has been one to cherish through the rest of his days.

William Gaunt, who has written so felicitously about Chelsea and Kensington, now takes on the wider scene of LONDON (Batsford. 21s.). His attempt is really to give us the flavour of London, describing sights both on and off the beaten tourist track. With the aid of Eric de Maré, one of our most gifted contemporary photographers, he is certainly successful, even though Poplar and Stepney, and particularly the historic area of Spitalfields, are largely ignored. London is too rich and various to be encompassed in 250 pages.

Bernard Hollowood, latest in a long line of distinguished *Punch* editors, tells us that *Punch* has produced about 125,000 jokes in its time, but still there are an astonishing number of artists and writers "whose feet are recklessly set on the rocky road of frivolity and fun, scorning the primrose path of tears and lamentations." Just how successful they continue to be is evidenced by Editor Hollowood's PICK OF PUNCH (Arthur Barker. 21s,), a delightful potpourri of comparatively recent contributions. Many readers will be delighted to see reprinted in this album the Bouverie edition of *Time Magazine*, a hilarious Christmastide take-off of the great American journal. Television, needless to say, looms large in this collection, also the supermarket.

Another *Punch* symposium, this time edited by David Langdon, also makes its bow this week. PUNCH WITH WINGS (Arthur Barker. 16s.) is a cartoon history of the Royal Air Force, and royalties from its sale will go to the R.A.F. Benevolent Fund. The drawings range from Du Maurier's Victorian predictions of the future in the air to the rocket era of today. *Punch* certainly made uproarious fun of the junior service when it first emerged, finding particular humour in the luckless parachutist. "Don't stand there gaping, Doris, bring another cup and cut some more bread and butter," declares the lady of the house as an airman descends upon her garden tea party. *Punch With Wings* has a foreword by Marshal of the Royal Air Force, Sir Dermot Boyle.

Richard Edmonds

All the histories of the affair of Marie-Antoinette's necklace have only served, so far as I was concerned, to make " confusion worse confounded." Nobody seemed to come out of it all with any honour except perhaps the poor queen, though even that theory has been exploded. Now there is a vast volume by Mrs. Frances Mossiker, which goes a very long way to enlightening one and, in the coolly deducible terms of a writer akin to Mr. Radin, helps the reader to see what really happened during this dubious affair. THE QUEEN'S NECKLACE (Gollancz. 30s.) is a ponderous volume in length. In content it is lively reading and, like Mr. Radin's, though in different terms, an exercise in reason, research and good sense. The reason why the book is so long —over 600 pages—is due to the fact that Mrs. Mossiker has been concerned with giving the factual background to the events, including the biographies of the principal protagonists, as it might be the Countess de la Motte, a pretty suspect if ever I read of one, Count Cagliostro, who comes out of the business fairly well, or Cardinal de Rohan, the great prince of the Church who may also have been more coarsely termed a " fall guy." In any case, a book to relish and, from the point of view of the author's industry, to respect.

What do any of us know about mermaids, except for the unacceptably de-bunking theory that they belong to a legend and that they were really all a parcel or shoal of strange and wholly unromantic, un-legendary creatures now identified as manatees, dugongs, or rather unattractive, stolid, over-sized fish? However, I suppose that one should have been prepared for this since scholars, *vide* encyclopædias, refer to them in such dispiriting terms. Now Miss Gwen Benwell and Sir Arthur Waugh have written a book on the tale of the mermaid and her kin which they have appropriately entitled SEA ENCHANTRESS (Hutchinson. 35s.). There has been mermaid lore, and mermaids and sometimes mermen have taken their place in folklore and medieval art, for more years than the most painstaking historian can count. Luckily, exactly such a painstaking team has now gone into action, has produced a scholarly and original book and has included, among its illustrations, an enchanting one of the Cuckmere Seal, a live creature difficult to emulate for charm, even among the greatest Edwardian hostesses.

And so to the novels of the week, beginning with Mr. Howard Spring's long romance, alternating in a familiar way between the business offices of Manchester, where men of stolid and ruthless ambition may meet and clash, and the sea-swept rocks of Cornwall, where romance may burgeon more easily among half-ruined houses and fields. I MET A LADY (Collins. 21s.) follows this pendulum pattern and reveals, as often before, that while the author's heart and imagination is in the county of the Tres, Pols and Pens, his roots are well founded in the north.

THE OLD MEN AT THE ZOO (Secker and Warburg. 18s.) is Mr. Angus Wilson's new novel. It is set in the year 1970, a year which we have lately been informed by another young-ish author won't exist for us, and it is concerned with the London Zoo, as it might be at that time, after war, famine and the collapse of morale. The story has no relation with that admirable institution as we now know it. Interior politics, plans for the future and the private interests and passions of highly differentiated characters—all of them behaving in their original, Wilsonian ways—make this a tremendously diverting book.

The thriller of the week is Mr. Michael Innes' SILENCE OBSERVED (Gollancz. 13s. 6d.), set in London in a *milieu* of apparently unimpeachable collectors of rare books and rarer paintings, including a great Rembrandt portrait. The story is full of verve and fuller of action than is usual with this distinguished author, and the mystery, while not entirely insoluble, provides a great deal of fun.

Vernon Fane

In a production of William Gibson's successful play, *The Miracle Worker*, at the Finnish National Theatre, in Helsinki, Annie Sullivan is played by Kyllikki Forsell and Helen Keller by Nora Haquenao. The play, which is based on the life of Helen Keller, is also in the middle of a long run in London at Wyndham's Theatre, with Anna Massey in the lead

PLAYS IN HELSINKI AND STRATFORD EAST

Thomas Murphy's violent and brutal play, called *A Whistle in the Dark*, about the life of expatriate Irishmen in Coventry is on a month's run at the Theatre Royal, Stratford East, London. In a world of flying fists and crockery, Michael Carney, a pacific Irish immigrant, lives with his English wife and three of his brothers, experts in backstreet warfare. A clash with a rival gang is imminent and Michael's youngest brother and father arrive as reinforcements. The father humiliates the pacific son in front of his wife and goads him towards the final tragedy. The play is produced by Edward Burnham

In scenes from *A Whistle in the Dark* are, **left:** Michael (Michael Craig), Harry (Derren Nesbitt) and Betty (Dorothy Bromiley) and, **right:** Mr. Carney, the father (Patrick Magee)

TRAVEL

COLOURFUL BAHAMAS

By **GORDON COOPER**

Sand and sea and winter sunshine—such are the Bahamas, isles of the blue-green sea, with their beaches fringed with palms and their modern hotels. It 's only a day away by air. I know that the " Isles of June," as they are called, are sometimes criticised for being too dear for Britons and that they have become very Americanised. It is true that these sub-tropical islands, lying only 60 miles from Miami, are expensive, for they are geared to an American economy and more than 80 per cent. of their visitors each year come from North America, which also accounts for the fact that the most popular local currency is the dollar.

A holiday there need not cost any more than a similar stay in Jamaica and other West Indian islands. Cooks and West Indies Tourism and Promotion Ltd. (8, Manchester Square, London, W.1) offer a seventeen-day holiday, with fifteen days in Nassau, from £180. Also do not be deterred from travelling by economy class, for I found the Cunard-Eagle service comfortable and adequate, while in this airline's first class you get all the usual trimmings. B.O.A.C., too, maintain an excellent service.

Nassau, the capital of the Bahamas, on New Providence Island, is the highlight. But the Out Islands—as Nassauvians refer to their companion isles—attract an interest which eclipses that shown when Columbus first reported them nearly 500 years ago. They will appeal, too, on the score of cost. And everywhere there is an abundance of water sports. Paradise Beach on nearby Hog Island is renowned as one of the finest beaches in the world.

Popular among tourists in Nassau are (above) Paradise Beach and (below) the patio of the Royal Victoria Hotel

Nassau itself still retains a curious atmosphere of its early days when it was a lair of pirates and smugglers, but it is not much of a place if you are an indefatigable sightseer. Apart from its Government House, standing on its hill with its white statue of Columbus and some historic forts, I found the chief appeal lies in its colourful native life. There is the Straw Market where all sorts of curious gear attract visitors. Nearby, ships from the outer islands are still tied up along the waterfront market, arriving with a deck-load of sheep, goats, pigs, and fowl and leaving with a deckload of coca-cola and other benefits of Nassau's more advanced civilisation. The covered market brims with piles of tiny peppers, ochre, limes as small as golf balls and papayas (most delicious of fruits) as big as footballs. There is thyme by the bushel, sugar apples by the dozen, and everywhere there are " pears,"—short for alligator pears.

The one excursion which every visitor makes is to the Ardastra Gardens, where a large flock of flamingos parade in military fashion twice a day; it is a captivating sight. The proprietor states that he will not admit visitors wearing short shorts—" not shorter than 2 ins. above the knee." But even in Nassau itself skimpy dress is frowned on, outside the beaches.

The native quarter of Nassau has also its curious sights. Travelling along its streets there are such enterprises as the Una's Teenage Drink Centre, the Young Ladies' Beautiful League—both quite innocuous—and the Bahamas Barbell and Physical Gymnasium—where the over-weight can lift a Bahama barbell or two and get himself back into physical shape. Then, there are the policemen, surely

The Montagu Beach Hotel is situated on the outskirts of Nassau. It possesses its own private beach

as smart a force as any under the Union Jack. It 's a pity, though, that litter is strewn about on all sides, and I even saw derelict cars dumped beside the roads.

For the escapist, there is the choice of the various Out Islands. Here you can find yourself in the waters of the pirate Blackbeard. Eleuthera, Andros, Abaco, and Mayaguana are all easily accessible by air (Bahamas Airways) and offer satisfactory accommodation. Here, too, within the coral reefs, there are excellent opportunities for fishing and sailing. Eleuthera is particularly enticing, but only for those who do not need to be entertained. There you are away from crowds and commercialism, free of formality and pretension.

There is not much change from the mid-1600's when a small band of Puritan " Adventurers " landed here and formed a representative government. They named the island Eleuthera, after the Greek word *eleutheros*, meaning free. It also means peace and beauty. French Leave is the main centre, with glorious beaches within easy reach.

I stayed at the Montagu Beach Hotel which lies on the outskirts of Nassau and has its own private beach. Here I was most comfortable, while in the evening after dinner I listened in the After-Deck Bar to the " Montagu Three," a trio of smiling coloured Bahamans, who provide enjoyable and happy entertainment. A record of some of their " island flavour " songs is a tempting invitation to return. There are several other appealing native night clubs, quite entertaining and respectable. The Junkanoo Club is particularly attractive; but I found, as usual, that the local office of B.O.A.C. is the best fount of up-to-date information in this, as well as other respects. There is also a helpful local tourist information office.

For those who like a Victorian atmosphere, there is the ancient Royal Victoria, which is said to have been built to provide housing for visiting agents from the Confederacy. It offers nice tropical gardens, but it is a little distance from the beach; it has, however, its own swimming pool. Then for gourmets, Cumberland House has a fine local reputation. The Buena Vista is another similar recommendation. About five miles out of town, at the beautiful white-sanded Cable Beach, there are the large luxury hotels, the Emerald Beach and the Nassau Beach.

Also available in Nassau are furnished apartments and guest houses. The Development Board in Nassau produces an admirable brochure of the accommodation available, with illustrations of the establishments. On Eleuthera, my first choice among the Out Islands, there is the recommended French Leave Hotel, which is located on a lovely pink beach. Incidentally while High Season rates operate during the winter months there are very considerable reductions during the summer—often down by half. But for best value I recommend a travel agent's inclusive tour. Your travel agent should be able to provide further information on the Bahamas, while there is also the Bahamas Government Information Bureau, 21 Berkeley Square, W.1.

AN AIRPORT HOTEL FOR TRANSIT PASSENGERS

A unique experience now awaits transit passengers at Orly Airport, Paris. A new hotel there, in the central airport building, is divided into two. One part on the second storey contains sixteen bedrooms and is intended entirely for transit passengers who are, for the period of their stay, " in bond." Although there is a suggestion of being confined to quarters in this arrangement, it does mean that a passenger can spend the night there and leave again next day by plane without having gone through Customs or Immigration. The other part of the hotel is much larger and is on the fourth floor.

A holiday in Madeira this winter will be made even more attractive by the introduction by T.A.P. of a new weekly air service by Comet 4B between Lisbon and Madeira (Porto Santo) on December 6. This will link up with the existing BEA Comet 4B London to Lisbon service. It is probable that a further service by super-Constellations will be operated on Sundays and Fridays, but a final decision has yet to be made. A ferry-boat service conveys passengers between Porto Santo and Funchal.

The day tourist excursion return fare valid for one month between London and Porto Santo will be £65. The ordinary tourist return fare will be £82 7s.—and first class will be £118 7s.

For those who wish to travel to Madeira by sea there are the regular services of the Bergen Line between September 16 and October 27, those of the Greek Line between December 19 and April 10, and, of course, by the Union-Castle Line. In addition you can fly to Lisbon, and continue the journey to Madeira by steamer.

Two new hotels have recently opened in Germany; one, the Hotel Rieker, which is near the principal railway station in Stuttgart, and the other is the Hotel Eden in Heidelberg.

You can now stay in Thailand for forty-eight hours without needing a transit visa. This is a convenience for travellers wishing to take a quick look at Bangkok. If you want to stay longer an entry visa must be obtained.

Before the new trans-Atlantic liner *France* goes into service between Southampton and New York she will sail from Southampton on January 20, 1962 on an inaugural cruise to Madeira and the Canary Islands. The only port of call, however, will be Santa Cruz on Teneriffe, where she will lie in the roadsteads on Tuesday, January 23, enabling shore excursions to be made. Both first- and tourist-class accommodation is available, and fares are from £137 first class and from £64 tourist class. This, the longest liner ever, with yacht-like lines and the splendour and luxury of its public rooms and cabins, is out to capture the trans-Atlantic " carriage trade "

W. D. C. C.

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

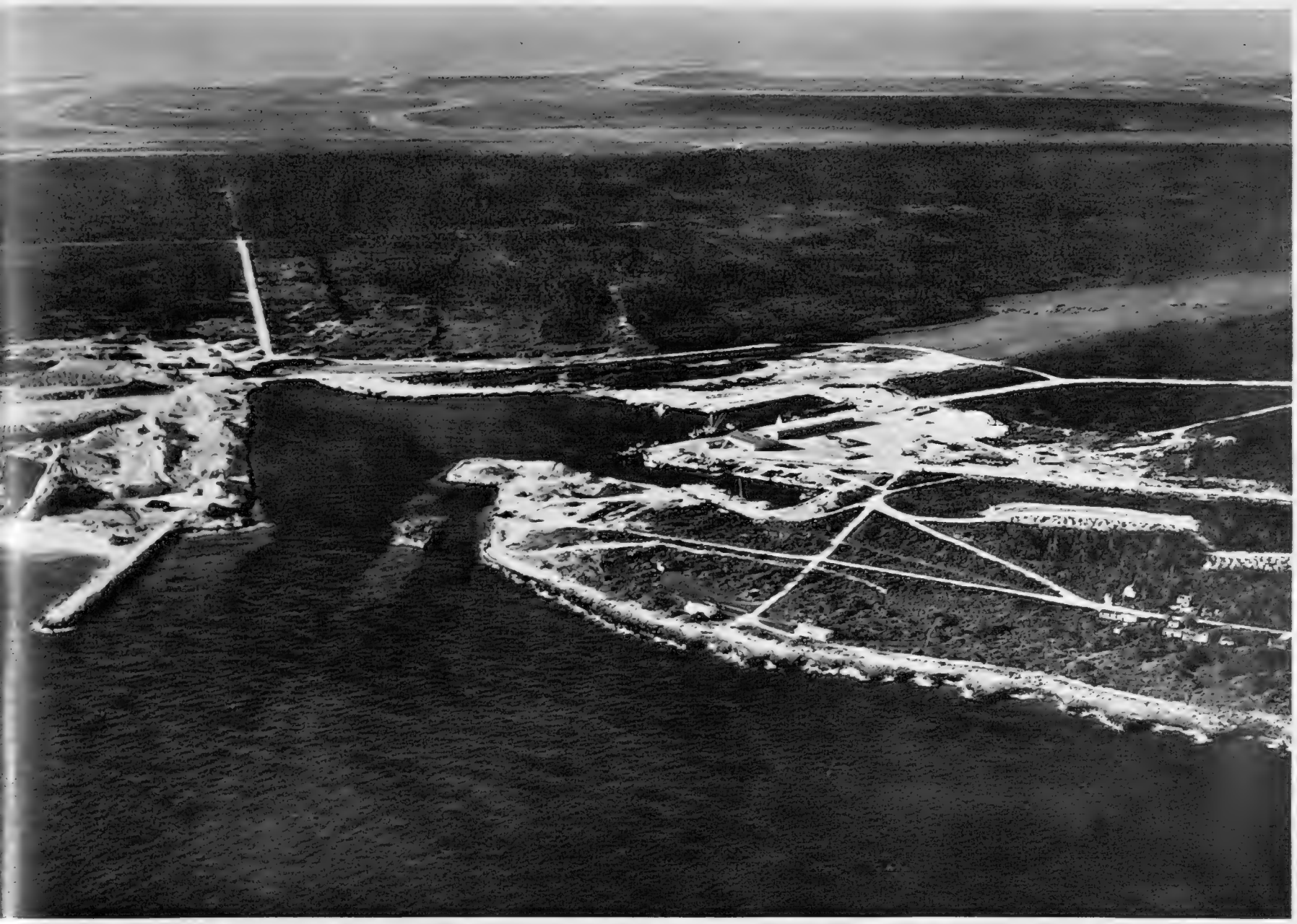
Charles Hayward

Mr. Charles W. Hayward is the founder, chairman and managing director of the Firth Cleveland Group. It is one of the main industrial holding companies in Britain, with interests in steel, engineering, lead, electronics, and retailing. In addition one of Mr. Hayward's special interests is The Grand Bahama Port Authority Limited, established in 1955 to develop a new harbour and a 200-square-mile area at Freeport, Grand Bahama Island. Charles William Hayward was born in 1892 and educated at Wolverhampton. After completing his apprenticeship in the same city he started in 1913 on the manufacture on his own account of patterns for the engineering trade. In the succeeding years he specialised in the manufacture of motor-cycle sidecars, tubular chassis and accessories. His firm soon became the largest manufacturer of sidecars in the world. After a further expansion into the production of motor-car bodies, the company merged with A.J.S. In 1928, Mr. Hayward moved to London, where he founded Electric and General Industrial Trusts, for the purpose of financing new inventions and processes. The group later became closely connected with the formation of Firth Cleveland. Mr. Hayward is married, with one son, who is also a director of Firth Cleveland. He lives near Haywards Heath in Sussex, and has extensive dairy, poultry and pig farms in Sussex and Cambridgeshire. His recreations, when he has the time, include yachting, shooting, fishing, and collecting antiques and works of art

BUSINESS IN THE BAHAMAS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

With photographs by A. F. Kersting



An aerial view of the harbour of the new township of Freeport on Grand Bahama Island, only seventy-five miles from Florida

One form of "aid to underdeveloped countries" in which the richer industrialised nations of the world have been indulging since the war, along with their more publicised plans for the like, has been involuntary, uncovenanted, and even unwilling. This has been simply the process of raising their internal income and profits taxes to levels that irritate their commercial citizens almost beyond measure. Not all forms of business in an overtaxed country, of course, are free to pack up and go. It has been among the particularly mobile industries where emigration to business climates that are kinder on the pocketbook has been most noticeable. Cargo shipping and tanker companies, setting sail for a number of nations of previously limited maritime tradition that are glad to be content with much less than the tax authorities of the United States, have led the way since the war. But a growing number of other industries, or commercial operations of parent companies, are following.

It was the new shipping nations with "fleets of convenience" that first had the idea, after the war, of tailoring their tax systems specifically with a view to attracting foreign business. "Panlibhonco," that mythical realm consisting of Panama, Liberia, Honduras, and Costa Rica, rapidly rose to challenge the world's older maritime nations in terms of tonnage on shipping registry; ship-owners in Britain, for example, have never ceased to grumble about these interlopers, but were not entirely slow to take advantage of a tax haven within the Commonwealth a few years later when Bermuda launched itself into the shipping-registry business. The United States, with its particularly high costs as well as high taxes, and its onerous union restrictions, has been the main jumping-off point of business emigration: and proximity to the United States, where such an emigrant firm's interests continue to lie, is one advantage that any country going into business as a tax haven can exploit.

Few countries are more advantageously placed in this respect than are the Bahamas. This pattern of islands lying about 100 miles off Florida, has traditionally gained its livelihood mainly as a "tropical

(*Continued on following pages*)

The main office and administration building in Freeport

A floating crane and dredger (left) in one of the harbours in Freeport

One of the quays in Freeport. The Customs and Immigration

BUSINESS IN THE BAHAMAS

(*Continued from previous page*)

The control point for the cut in the coral rock quarry at Freeport

tourist paradise": the travel agents do not, indeed, have to exaggerate much. There are some thousands of islands in the group, if you count right down to coral reefs; perhaps 600 of any size, and about twenty inhabited all the year round. The Bahamas have hundreds of miles of superb beaches, magnificently calm and clear water for all kinds of marine sports and an excellent climate all the year round. Since 1949, the Bahamas Development Board has been working to put tourism in the islands on to a more fully organised basis, and tap the market for holiday travel represented by rising standards of living in the U.S.

Organised tourism, which in the ten years since 1950 raised the number of visitors arriving annually about sixfold, has had a generally dynamic effect upon most parts of the islands' internal trade as well as upon hotel construction and employment. All sorts of economic indicators—telephones in use and the volume of postal business, building construction permits, cash in circulation, electricity consumers and airport revenue—show the same dramatic upsurge during the post-war period. But in the last few years there have been some significant shifts of emphasis both in Nassau, capital of New Providence Island, and the commercial centre of the Bahamas, and in a number of "the Out Islands." Real estate activity has changed from the buying of land for speculation, or for family use in the future, to active residential development. And there has been a parallel development, centred upon Nassau itself and upon Freeport on Grand Bahama Island, of commercial and some industrial branches of American business companies.

Freeport is only about seventy-five miles from Florida. About five years ago it was an entirely undeveloped area of scrub and undergrowth on the island. Today, its river estuary has been dredged to make a deep-water harbour, which in 1960 handled over 350 ships of up to 10,000 tons deadweight from Britain, America and Europe. The Grand Bahama Port Authority is enlarging the harbour and expects to deepen it from 30 to 45 ft., which would be large enough to take the biggest vessels afloat. Eventually, the Authority hopes, Freeport will be one of the largest man-made harbours in the world.

A quarter of a mile along the coast is the off-shore bunkering terminal; after being established for only about two years this is now dealing with about 130 ships a month and charging about 8,000,000 barrels of oil a year. This is four or five times as much bunkering as all the Florida ports do together. Scheduled for completion next year is a £14,000,000 cement plant being built by Universal Atlas Cement, a subsidiary of the United States Steel Corporation. In the Freeport area there are already several thriving undertakings, including an electronics plant, a milk processing and ice-cream making plant and a manufacturer of cement blocks. The area—some 200 square miles—is being developed by the Authority as a result of an agreement between the Government of the Bahamas and Mr. Wallace Groves, who was later joined in the enterprise by Mr. C. W. Hayward, Chairman of Britain's Firth Cleveland Group. Schools, a hospital, an hotel, shopping centres and office blocks have been built, along with hundreds of houses. Very liberal tax concessions

uilding is on the right

From the airport at Nassau, Bahamas Airways provide links between all the main islands

The new Barclays Bank District Central Office in Freeport

have been embodied in a special Act effective for periods from thirty-five to ninety-nine years: this gives virtual tax immunity for businesses setting up in Freeport. Residents in Freeport pay no income tax rates on their Bahamian income, and any real estate that they buy in the Bahamas would not eventually be subject to United Kingdom estate duties. Nor are there any significant currency exchange regulations for American individuals or businesses resident in the Bahamas: under an agreement with the British Treasury, there are very few restrictions at all on the unlimited convertability of sterling into dollars.

Freeport, its sponsors argue, might be looked on as a convenient springboard for British companies wishing to build up trade with the United States, the West Indies, and Latin America. One factor that hampers Britain's trade with Latin America, which has been steadily disappointing ever since the war, is that importers there are often required to deposit quite large sums covering the delivered value of the goods they want to buy when they obtain import licences from their governments. Considering the delivery periods involved, this can mean lending one's government significant sums of money for some months. Establishment of a supply depot for goods at Freeport would enable a British manufacturer to deliver goods to the Latin American importer within a week or so, releasing his deposits from this kind of forced loan.

Development of the Bahamas to suit both individual and business visitors, and to persuade as many as possible of both to become residents goes on in parallel. The possibilities of both were envisaged years ago by the Duke of Windsor, while he was Governor of the Bahamas during the war, when he urged the islanders to tailor what they had to offer to the requirements of the twentieth-century visitor. Today the Bahamas seem to be making this transition successfully—with an interest in attracting business that could not have been foreseen twenty years ago.

Above: Oil pipelines run towards the sea for ship bunkering, at Freeport. Storage tanks can be seen in the background. **Below:** The pipelines enter the sea

INDUSTRY AND THE STOCK MARKET

SHOPPING STAKES

By "THE SPHERE" CITY CORRESPONDENT

" The chain stores will, on the whole, obtain more than the department stores of the increase in retail trade." This view was recently put forward in a leading City stockbrokers' survey of retail trade. In his statement to Great Universal Stores shareholders, Mr. Isaac Wolfson has also recently reported rising sales and profits. For investors, the two major sectors of British retailing are the department stores and the chain groups—with some firms interested in both sectors. Department stores, such as Debenhams and House of Fraser (which includes the Harrods group), consist essentially of a small number of large units. Their appeal lies in being " universal providers " and a wide range of services, notably credit, is usually provided. The chain stores consist of a much larger number of smaller individual units which normally specialise in a restricted range of business. Chain stores include Marks and Spencer, Boots, Woolworth and Montague Burton.

Looking back over the post-war years in Britain, the department stores' expansion has fallen behind that of the chains. There are basically three reasons for this. One is that department stores involve sizable ownership of property assets. Though department store groups have sought to raise finance on their land and buildings, the low return on property assets has meant a below-average yield on capital employed in the store companies. Secondly, department stores have suffered from the chain groups' greater competitive ability in applying mass-selling techniques to certain types of goods. Thirdly, the stores have been hit by the post-war increase in working-class purchasing power. This has been translated into weekly credit business, on terms which the department stores were not generally equipped to handle and for goods which they generally did not stock.

To cover the retail industry, investors are faced by eleven major companies. Great Universal Stores and United Drapery rank as mixed chain-cum-department groups, Debenhams, House of Fraser and Lewis's Trust (which owns Selfridges) represent department stores, while there are six major chain concerns: Woolworth, Marks and Spencer, Boots, Montague Burton, W. H. Smith and British Home Stores. The first test is what these groups earn on their capital employed.

Allowing for the understatement of property values, the return on real capital illustrates the general trends in the industry. The three department store groups show a rather poor return, in the 11-13 per cent. range. The two mixed groups show a yield of about 20 per cent., while the chain store firms return impressive figures. Both Marks and Spencer and Woolworth are able to earn more than 30 per cent. with Boots, W. H. Smith and British Home Stores obtaining about 15 per cent.

Apart from the yield on real capital employed in the business, investors should focus their attention on growth rates. Here, the impressive figures are returned by Boots, Montague Burton and Marks and Spencer. All of these three have reported annual profit increases of between 12 and 18 per cent.—an impressive growth showing.

Investors' last problem is to equate these tests of efficiency with share prices. Marks and Spencer's potentialities, for instance, have long been recognised, and its 5s. shares yield only about 2 per cent.—less than half the yield on industrial shares as a whole.

Choice must fall primarily on three shares—Montague Burton and Boots in the chain store group and Great Universal Stores in the mixed section. Montague Burton's outstanding feature is its relatively greater stake in manufacturing. This means, in turn, that the group must carry large stocks and profits suffered heavily from changing wool prices in 1952. Since then, there has been a change of management, with the full benefits of property revaluation still to appear.

Boots have become a stock exchange feature only recently, following the sudden burst of expansion which started in 1959-60. It is believed in the City that sales margins were unusually low until that time—for Boots, like Burton, manufacture a large proportion of the goods they sell. Given the favourable outlook for the drug industry, the manufacturer's profits in Boots' business should appear before long, while the directors are also converting some branches to partial self-service.

Great Universal Stores, now a £100,000,000 business, is the creation within a single generation of Mr. Isaac Wolfson. The name G.U.S. does not appear over any shop or store, but the group's interests range from department stores to chain shops and include mail order and credit selling. Furniture and mail order are now two of the largest divisions in the group, while the trend to a large stake in short-term credit sales has been accentuated by recent hire purchase restrictions. A large part of G.U.S.'s post-war growth came from new acquisitions, which have become much fewer over the past year or so. Future expansion must therefore depend more closely on the progress of consumer incomes as a whole and on improvements in efficiency within the group. But G.U.S. has such a commanding position in retail trade, plus managerial competence, that an adequate growth rate seems assured.

In recent years, consumer shares have proved outstandingly attractive for investors, by comparison with heavy engineering shares or those of makers and sellers of larger durable goods. But none of these retail groups offer outstandingly high yields. Their attraction must be for investors concerned primarily with capital appreciation rather than with current dividends. Secondly, as the figures quoted above show, the performance of the various groups has varied a good deal.

Store shares' basic popularity rests on the simple fact that profits are largely immune to anything but a major economic setback. Consumers will keep on buying basic furniture, food, drugs and clothing, although the timing of their spending, and its rate of increase, may vary. What store investment does involve, above all, is an assessment of economic expansion within this country. Unlike many other large companies, the store groups do not draw a large part of their profits from exports or from overseas interests. For this reason, the sources of store profits are relatively less widely spread. But, on the other hand, stores would be the major beneficiaries if Britain's expansion rate over the years proves, as is hoped, to be one of the fastest in the Western world.

GOOD LIVING

By Ganymede

It is a mystery to me that, when there is no shortage in the shops of foodstuffs of the highest quality, it is impossible to find good potatoes at greengrocer's anywhere in London and the South of England. This may look like a sweeping statement, but it is borne out from my own experience. I am given to understand that of the innumerable varieties, thirty-six different kinds are grown in Great Britain. Nevertheless, all my greengrocer has to offer is simply " potatoes," or occasionally " King Edwards."

Of the hundreds of ways of cooking potatoes these two types are only really suitable for one: mashed. If you boil them they tend to disintegrate outside before they are cooked through, and if, as I am wont to do, you try to butter them, the outside floury surface soaks it all up, making a greasy mess. It is most disappointing to attempt anything as ambitious as *Pommes Sautées* or even a simple potato salad for the same reason. Where are the lovely, slightly yellow-coloured potatoes of a firm, waxy texture, which would be needed for such dishes?

Having tired of nagging my poor greengrocer, I decided to seek an explanation from those who ought to know. First I got in touch with the Potato Marketing Board. They could not have been more helpful. They told me that the reason for this state of affairs could be found in the fact that the national preference in this country is for the floury type of potato, which is why the bulk of the crop is of that kind. I suppose it is better for soaking up the unspeakable gravy, in which the cold slices of old roast meat are immersed. The P.M.B. explained to me that several varieties reach the London market, with different characteristics, and suggested I try one called " Majestic," of which they say this: " Its generally close texture makes it good for frying and chipping. . . ." I was pleased to hear this, but when I mentioned it to the greengrocer he said he had never heard of the variety, and reaffirmed that all he could get at Covent Garden was simply potatoes, or sometimes King Edwards.

In very small type in one of the P.M.B. publications I also found this revealing information: " N.B., Record and Bintje are Dutch varieties, grown specifically for the crisp trade. Conference is another maincrop excellent for this purpose. These three are yellow fleshed. Doon Star, also grown widely for the crisp trade, is white fleshed. But these varieties are unlikely to be widely available to the domestic consumer." Here was the vital clue in my search for the yellow (or white) potato with the waxy texture. Crisp manufacturers can have them, but not the poor, long-suffering " domestic consumer " (in this context this must include hotels and restaurants as well).

It is clear, therefore, that the more desirable varieties can be grown in this country, but they are not in sufficient quantity to be available to the public. Could it be that perhaps these are less prolific, or more prone to disease, and therefore the growers find them less profitable? They could obviously be put on the market, even at a higher price. I am sure the poor consumer would not mind paying a little more for a better potato.

I also discussed my potato problem with M. Eugene Kaufeler, the Chef des Cuisines at the Dorchester. He agreed with me that it was impossible to get a really good variety of potato today, but he maintained that the very same, ubiquitous King Edward was much better years ago, and had noticeably deteriorated since the war. He wondered if the strain had gone " stale," or if too many artificial fertilisers had caused the decline. He did not consider that present-day potatoes were completely useless, but thought that they gave much more trouble in their preparation and use for certain dishes. As a partial remedy he suggested putting them on to boil with so little water that they virtually boil dry by the time they are done.

The many friends of the firm of Lebègue are looking forward to the firm's annual tasting next week, to be resumed after a break last year. This is the centenary year of the firm which was founded by two brothers, one of whom stayed in Bordeaux, the other came to London. The present chairman, Mr. Guy Prince, says he knew them both well. I hope to write a full report of the tasting in the issue of October 14.

Six of the best

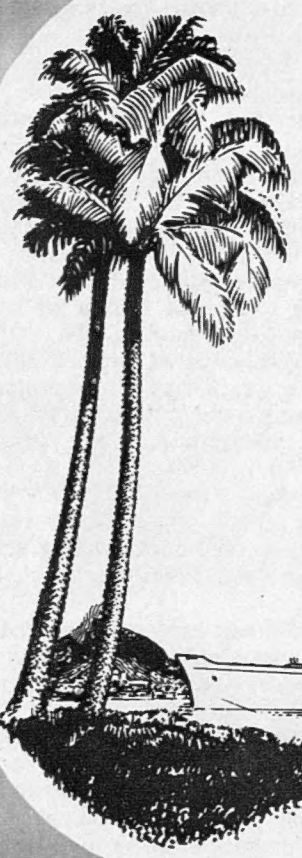
SIX CARIBBEAN WINTER SUNSHINE VOYAGES

From Southampton—December 29, January 19, February 1, 11, 22 and March 6.

Exchange a month of the English Winter for the guaranteed sunshine, colour and romance of the Regal Caribbean.

Thousands of miles of sun and fun.

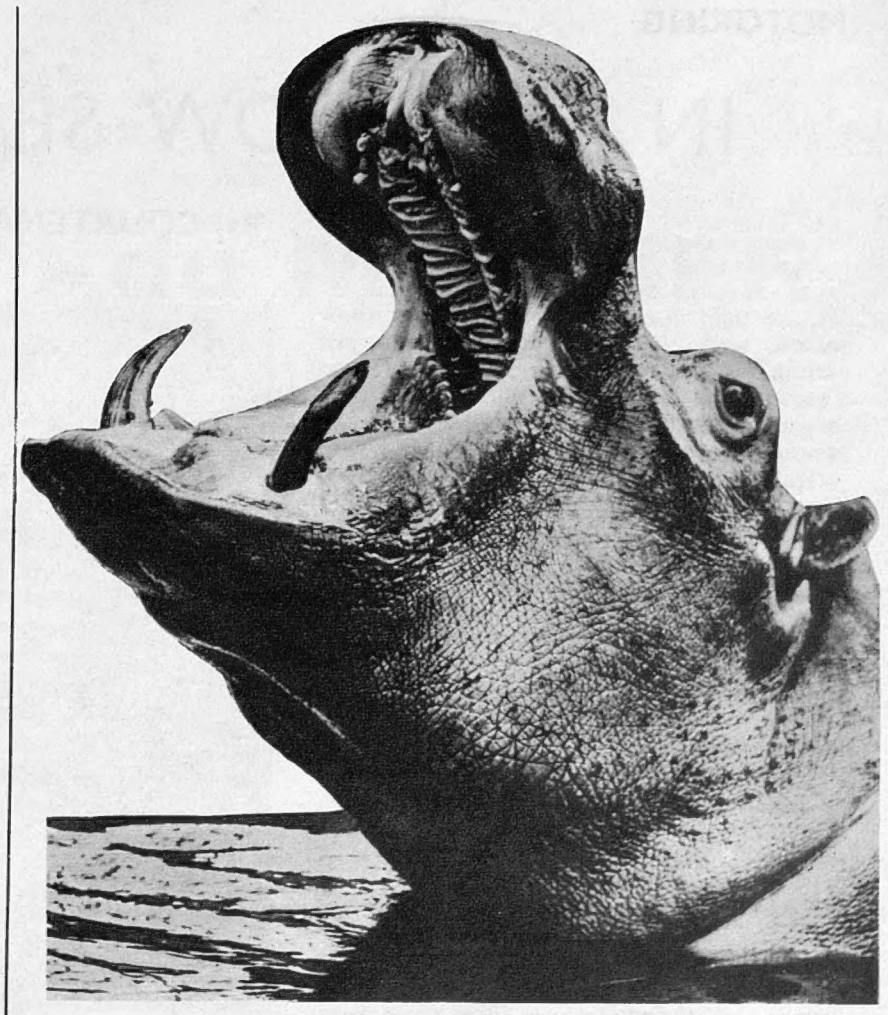
The world-famed service and cuisine of "France Afloat".



May we send you our brochure 'VOYAGE TO THE SUN'?

French Line

20 Cockspur St London, S.W.1. Tel: TRA 9040 & Travel Agents.



Hippopotamus—Kruger National Park

Wide open invitation!

Search where you will, you'll never find a country more inviting to holiday makers than sunny South Africa—nor any with so wide a range of delightful holiday pursuits.
Day after day new experiences offer themselves—each one made more enjoyable by the warm welcome that greets you everywhere you go.

* Year-round sunshine holiday climate
* The world's most famous game reserves
* 1,000 miles of surf-swept sandy beaches
* Breath-taking scenery – towering mountains, the expansive Highveld, majestic forests
* Fine sparsely vehicled highways
* Excellent accommodation and transport amenities
* And more, much more besides in

South Africa

LAND OF SUNNY CONTRASTS

Please post the coupon, phone or call for illustrated literature, information and details to:

SOUTH AFRICAN TOURIST CORPORATION
70 Piccadilly · London · W1 · Tel: GROsvenor 6235 6

FOR RESERVATIONS: Your TRAVEL AGENT or South African Railways Travel Bureau, S A. House, Trafalgar Square, London, W.C.2

To South African Tourist Corporation

NAME .....

ADDRESS .....

.....

..... S

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

MOTORING

IN THE SHOW SEASON

Models at Frankfurt and Paris; details of a new Land-Rover; and multi-storey car-parks

By **COURTENAY EDWARDS**

We are right in the thick of the motor show season, with the Frankfurt exhibition just ending and the Paris Salon due to open next Thursday. It is clear that 1961 is going to be an outstanding year for new models. Already announced are the rugged little Renault 4, with its sealed-for-life cooling system; the handsome Triumph TR4 sports two-seater; the twin-cylinder N.S.U. Prinz IV, which looks like an American "compact" and runs as smoothly as most cars with twice as many pistons; the Bristol 407, with its 5¼-litre V-8 engine.

We now know more about the VW 1500, which the German firm insists is merely an addition to the Volkswagen range and which is notable for the compactness of its flat four, rear-mounted air-cooled engine. The restyled Vauxhall Victor, with a choice of three or four all-synchromesh gears and easy maintenance, is another important new model which has made a big impact. The Ford Capri, a smart two-seater saloon with a sporting personality based on the Classic has been duly admired on its first show appearance at Frankfurt, and the motoring world has been staggered by the audacity of B.M.C. in bringing out an 85 m.p.h. version of their famous front-wheel-drive Minnies with a bigger engine and disc brakes. The Austin Super 7 and the Morris Super Mini have a basic price of £405, which is £591 17s. with tax. Basic price of the Cooper Twins is £465; with tax it is £679 7s.

Moreover next week, in Paris, we shall see the new Hillman, which is expected to have the body shell of the new Vogue; and the estate car version of the Ford Anglia.

There are whispers of a new Jaguar, and a new automatic gear-box for medium-sized family cars is being announced just too late for me to give details this week. This new form of two-pedal control will be one of the outstanding technical features of the London Show, and it will be offered as an optional extra on a number of well-known British makes.

At the London party at which the new Ford Capri was unveiled, Mr. J. A. Barke, sales chief of Ford of Dagenham, told me that since the Anglia was announced exactly two years ago, 350,000 of these saloons have been built. This makes it Britain's best-seller as far as separate models are concerned, and friends of mine in the motor trade estimate that more Anglias are being built than the combined production of Austin Sevens and Morris Mini-Minors by B.M.C. After the Anglia and the Minnies, which British models are coming off the assembly lines at the fastest rate? The Hillman Minx, I should imagine, followed by the Morris Minor 1000. Then, I suspect, there is fairly level pegging between the Triumph Herald and the Vauxhall Victor (or soon will be when the attractive new Victor gets into full-scale production).

An interesting German announcement during the Frankfurt Show has been the news from Ford of Cologne that while their new-look Taunus 17M range, introduced twelve months ago, remains basically unchanged, a high-performance version of both two-door and four-door models is now available.

The 17M normally offers a choice of 1,498 c.c. or 1,698 c.c. engines, but the "sports" version will have a 1,758-c.c. unit. The bore has been increased from 84 to 85.5 mm. and the compression ratio is 8.5 to 1 instead of 7. With other refinements these changes have stepped up the power output from 67 to 77 b.h.p. at 4,750 r.p.m. Top speed is over 90 m.p.h. The brakes have been improved, a four-speed all-synchromesh gear-box is used and the interior fittings, including bucket seats at the front, have a sporting air. They are calling this lively new model the 17M TS.

This multi-storey garage was opened earlier this week at B.M.C.'s plant at Longbridge, Birmingham

The Rover Company have had a very good display at Frankfurt, including samples of the improved 3-litre model, the new 2¼-litre diesel Land-Rover and the new Martin Walter Land-Rover Dormobile conversion. The 6-cylinder 100 and 4-cylinder 80 models are virtually unchanged for 1962, but the 3-litre saloon has an improved, solenoid-operated intermediate hold for the Borg-Warner automatic gear-box optionally available on this model; improved engine mountings which add to the car's smooth running; an extra stand-by petrol pump which can be switched on if the other fails; a warning light which comes on if either the handbrake is left on or the level of the hydraulic brake fluid gets too low; swivelling quarter lights; and better wheel trim.

The two lowest gears of the three-speed automatic box can be held by operating, through a switch on the dash, a rotary solenoid mounted at the back of the gear-box and exclusive to Rover. Middle gear can be held up to a speed of 65 m.p.h., low gear up to 30. There is then an automatic change up to prevent damage at these high engine speeds. Twin fuel pumps are also fitted to the 100 model, which goes up in basic price by £10 (to a total of £1,598 including tax) because of rising production costs. The basic price of the 3-litre model has increased by £30, and it now costs £1,880 (tax included) for the model with synchromesh gear-box or £1,948 for the automatic version.

The new 2¼-litre compression-ignition Land-Rover has pimples! They are to be found in the combustion chamber and they are there to give a better mixing of air and fuel. They help to give quieter running and better cold-weather starting. This version of Rovers' best-seller replaces the 2-litre model, of which thousands have been built during the past four years. Power is up by 21 per cent., peaking at 4,000 r.p.m. with 62 b.h.p. (compared with 51.2), and whereas the governed top speed of the 2-litre Land-Rover was 52½ m.p.h., that of the 2¼-litre model is 60 in the case of the standard version and 66 for the long-wheelbase model, which has tyres of larger diameter.

Vauxhall Motors, whose attractive new Victor has been widely praised, are not changing the outward appearance of their successful 6-cylinder 2,651-c.c. Velox and Cresta models for 1962. They are, however, offering Lockheed disc brakes for the front wheels for £21 17s. 6d. extra, including tax; a choice of individual front seats or one of the bench type; and leather or nylon upholstery on the Cresta models. The 10½-in. disc brakes are power-assisted and self-adjusting and they have a weather shield to protect them against dirt and water. A brake booster can now be fitted to drum-brake models as an optional extra. Like the new Victors, the 6-cylinder Vauxhalls have the new-style Triplex windscreens, the safety glass in which has an oval panel in front of the driver which remains reasonably transparent if the screen should shatter.

Off-street car parks are in the news. Last week the City of London's first multi-storey garage was opened in Aldersgate Street, E.C.1, close to Smithfield Market. This drive-in, ramped garage with open sides has room for 700 vehicles and is being operated by the Meyers Brothers, a well-known U.S. firm of car-parking specialists. The charge is 1s. an hour, 5s. a day or 2s. 6d. a night (5 p.m. to 8 a.m.).

This week saw the opening of the Zidpark automatic multi-storey garage near Southwark Bridge, between Upper Thames Street and the river. It offers accommodation for 500 cars and parks them automatically by means of lifts with press-button control. It was built by the Myton branch of the big Taylor Woodrow group of building and civil engineering companies.

A multi-storey garage of a different kind was also opened earlier this week at the Longbridge (Birmingham) plant of the British Motor Corporation. The contractors were R.M. Douglas (contractors) Ltd., of Erdington, Birmingham. It is claimed to be the biggest of its type in the world, with nine floors, open-sided construction and room for 3,300 vehicles which will be driven in up ramps designed on a double-spiral, one-way system. The B.M.C. garage, built to accommodate export cars awaiting collection has cost £550,000 and sets an example in the provision of off-street parking which may well be followed by local authorities.

Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 13-15, John Adam Street, London, W.C.2, and Printed in England by MARTLET PRESS LTD., 88-94, Old Kent Road, London, S.E.1. SATURDAY, SEPTEMBER 30, 1961. Second-Class Postage paid at New York, New York.

For business friends or clients overseas— what better or more welcome gift?

From all points of view a subscription to THE SPHERE is *just right!* This intensely readable and magnificently illustrated journal is a gift that never misses the mark. Its arrival is looked forward to every week—a pleasant reminder of the giver—and we enclose a card with the first issue giving your name as donor. Subscription rate for 12 months £7 14s. 6d. (Canada £7 0s. 6d.)

Your regular newsagent or bookstall will gladly arrange a subscription for you. Alternatively, you can write to: The Publisher "The Sphere," Ingram House, 13-15 John Adam St., London, W.C.2, enclosing remittance.

Patron:
HER MAJESTY THE QUEEN

46th INTERNATIONAL

Motor Show

CARS
MOTOR CARAVANS
ACCESSORIES

DAILY (except SUNDAY)
from 10 a.m. till 9 p.m.

Admission: Wednesday 18th & Tuesday 24th
£1 before 5 p.m. 10/- after
Other days (including Saturdays)
5/- before 5 p.m. 2/6 after

Earls Court LONDON

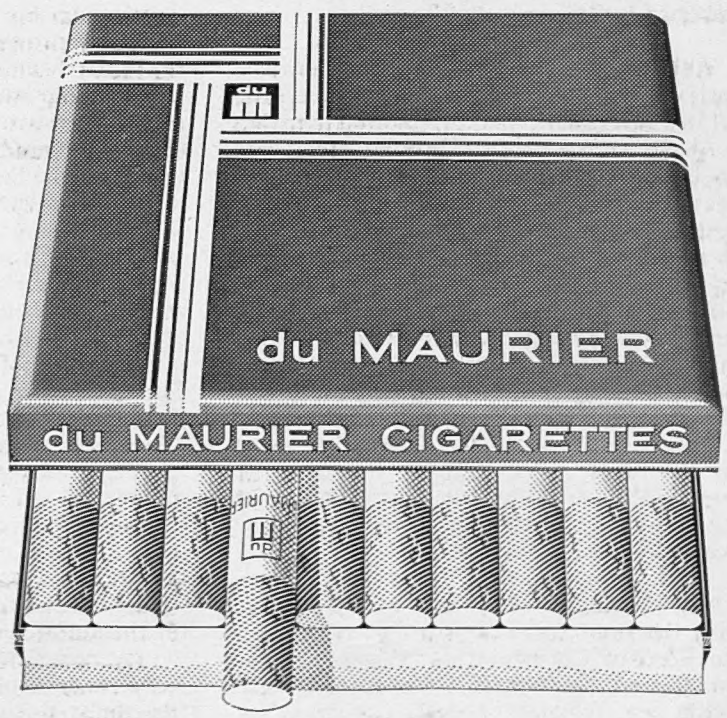
OCTOBER 18–28

ORGANISED BY THE SOCIETY OF MOTOR MANUFACTURERS AND TRADERS LIMITED

du MAURIER

The cigarette
that retains
its distinction
on the
simple basis
of true merit.

There's
no finer filter tip,
no better
blended
Virginia tobacco.



Twenty Exceptional Cigarettes
for 4/6

Brooke Marine Ltd.

present

the "BRYHER"

DOWSETT

108' 9" DIESEL TRAWLER
FOR
W. H. PODD, LIMITED, LOWESTOFT.

Builders and Designers of Vessels to the Highest Specifications
up to 420 ft. Overall Length

SHIPYARDS: LOWESTOFT, SUFFOLK, ENGLAND

Telephone : Lowestoft 1880 (6 *Lines*)
Telegrams : "Brookcraft" Lowestoft